



"A City for All Ages"

CITY OF PORT ST. LUCIE
ENGINEERING DEPARTMENT
Accredited Agency – American Public Works Association

June 1, 2012

Mr. Delbert Harvey
Bureau of Public Land Administration
Florida Department of Environmental Protection (FDEP)
3900 Commonwealth Blvd, M.S. 130
Tallahassee, FL 32399-3000

Re: Memorandum of Understanding (April 26, 2010)
Crosstown Parkway Extension

Dear Mr. Harvey:

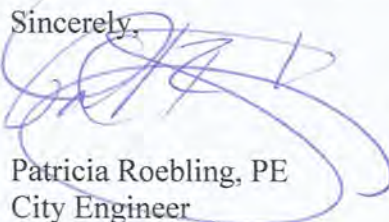
As we discussed, the City is very pleased to report that our Crosstown Parkway Extension project is now at the phase to begin our coordination efforts to work toward a right of easement as outlined in the Memorandum of Understanding (MOU) dated April 26, 2010.

In January of this year, the City Council formally recognized alternative 1C as the locally preferred alternative. We are currently working towards the completion of the Final Environmental Impact Statement (FEIS) under the National Environmental Policy Act permitting process and are working to submit the FEIS to the Federal Highway Administration (FHWA) this summer. We anticipate the final record of decision to permit the locally preferred alternative by the end of this year.

In preparation for the meeting with the Board of Trustees later this summer, we have compiled the attached informational package. Please let us know if you need any additional information or have questions and we'll be happy to assist.

We appreciate your time and effort on this very important project and we are looking forward to working with you to complete this process.

Sincerely,



Patricia Roebling, PE
City Engineer

PR/rmc
Attachments

C: Roxanne M. Chesser, P.E. – Civil Engineer
Frank Knott – Project Manager
Azlina Goldstein-Siegel – Assistant City Attorney
Brian Mirson, AICP, PE, - American Consulting Engineers
Michael Davis – Keith and Schnars

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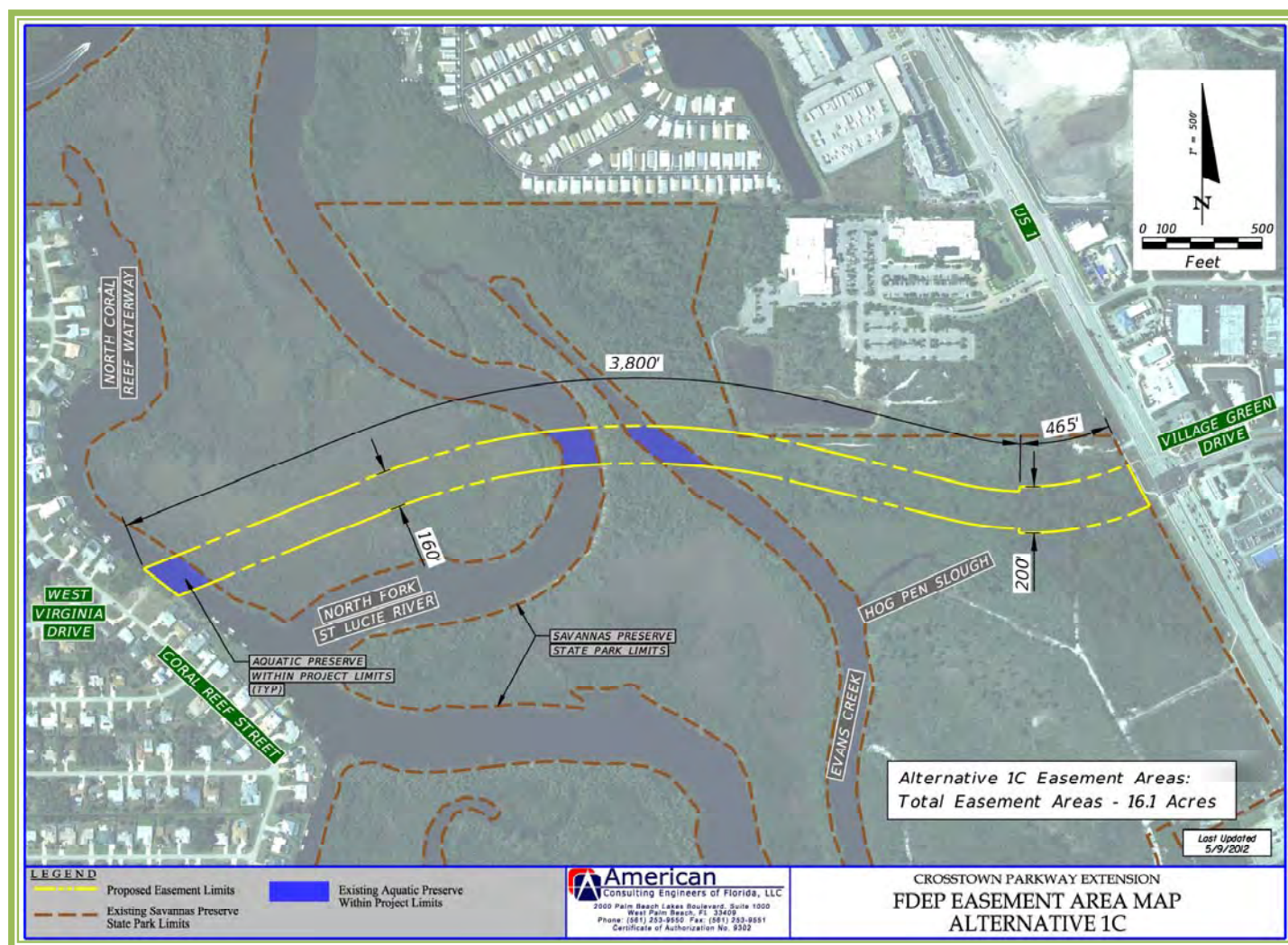


"A City for All Ages"

City of Port St Lucie, Florida

Crosstown Parkway Extension Request for Easement

*To Cross the Aquatic Preserve, North Fork St Lucie
River and Savannas Preserve State Park*



May 22, 2012

TABLE OF CONTENTS

Project Location and History	3
Purpose and Need of Bridge to Cross the North Fork St Lucie River.....	7
NEPA Permitting Status	8
Regulatory Process.....	10
Memorandum of Understanding (MOU)	10
Proposed Easement Requirements.....	10
Proprietary Mitigation Projects.....	11
Job Creation	15
Public Outreach/Comments	15
Figure 1 Location Map.....	3
Figure 2 Crosstown Parkway at Airoso Blvd.	4
Figure 3 Crosstown Parkway Corridor - Looking West from Manth Lane to I-95	5
Figure 4 Crosstown Parkway Extension Locally Preferred Alternative 1C	9
Figure 5 Crosstown Parkway Extension Locally Preferred Alternative 1C Requested Easement Area.....	11
Table 1 City of Port St. Lucie Comprehensive Plan Population Projections.....	4
Table 2 Existing Bridge Volumes and Capacity	8
ATTACHMENT A : <i>FHWA Signature on Draft Environmental Impact Statement, July 1, 2011</i>	
ATTACHMENT B: <i>Treasure Coast Palm News, September 22, 2011 – Port St Lucie Residents Show Support at Hearing for Crosstown Parkway Extension along West Virginia Drive</i>	
ATTACHMENT C: <i>Memorandum of Understanding DEP and City of Port St Lucie April 26, 2010</i>	
ATTACHMENT D: <i>Proprietary Mitigation Concept Plan Water Quality Projects Evans Creek, Site 5 West, River Place Upstream, and Otter Trail</i>	
ATTACHMENT E: <i>Proprietary Mitigation Conceptual Plan Property Conveyance</i>	
ATTACHMENT F: <i>Proprietary Mitigation Conceptual Plan Recreational Opportunity - Trail Savannas Recreation Area Trail</i>	
ATTACHMENT G: <i>Proprietary Mitigation Conceptual Plan Recreational Opportunity – Other Halpatokee Canoe Access Replacement\</i>	
ATTACHMENT H: <i>Proprietary Mitigation Conceptual Plan Recreational Opportunity – Other Improvements to the Savannas Preserve State Park Education Center</i>	
ATTACHMENT I: <i>Public Hearing - September 22, 2011 Transcripts of the Verbal Comments</i>	
ATTACHMENT J: <i>Letter of Opposition</i>	
ATTACHMENT K: <i>January 23, 2012 City Council Meeting Minutes</i>	

Project Location and History

Figure 1 shows the location of, from east to west, the proposed Crosstown Parkway Extension Locally Preferred Alternative IC (located within the project study area), the existing Crosstown Parkway (five-miles), and the future connection to Range Line Road within the City of Port St. Lucie, Florida.



Figure 1 Location Map

Currently there are two crossings of the North Fork St Lucie River (NFSLR): one within the City (Port St Lucie Boulevard) and one just north of the City (Prima Vista Boulevard). The two crossings

serve as evacuation route for the eastern side of the City in the case of a hurricane, nuclear incident, or other such emergency.

Due to the anticipated growth of the City, planning efforts in the 1980s identified the need for a third east-west corridor to serve the City.

Between 2000 and 2010, the City population increased by 87 percent and the City's boundary grew from 78 to 114.5 square miles. The University of Florida Bureau of Economic Business Research indicates that St Lucie County will have one of the seven highest growth rates in Florida thru 2035. Continued growth is also shown in the City's Comprehensive Plan population projections provided in Table 1.

Table 1 City of Port St. Lucie Comprehensive Plan Population Projections

<i>Population</i>	<i>Year</i>				
	<i>2010</i>	<i>2015</i>	<i>2020</i>	<i>2025</i>	<i>2030</i>
Municipal Total	194,582	247,933	307,470	350,311	379,377
Municipal Peak Population (1)	200,734	255,444	316,509	360,236	389,846
Increase in Population	35,589	54,710	61,065	43,727	29,610
Percent Change	22%	27%	24%	14%	8%

(1) *Peak population includes permanent and seasonal residents*

The City started efforts to create the third east-west corridor that became known as the Crosstown Parkway in June 2005 with a voter referendum to fund the project. An unprecedented 89% of voters approved the \$165M general obligation bond for the construction of the Crosstown Parkway Corridor extending from Interstate I-95 to US Highway 1. The five-mile segment of the corridor extending from the I-95 interchange to Manth Lane was opened in March 2009 (Figures 2 and 3)

This segment of the parkway has no driveways for commercial or private use and provides a wide road right-of-way with six lanes for vehicular traffic; pull-off areas for transit facilities and bicycle lanes. The parkway's identifying feature is a linear park with meandering multi-



Figure 2 Crosstown Parkway at Airoso Blvd.

use paths on both sides of the roadway, landscaped berms, stormwater ponds, and hardscape such as bus shelters, benches, and pergolas.



Figure 3 Crosstown Parkway Corridor - Looking West from Manth Lane to I-95

Below is detailed history of the project from the adaption into the City's Comprehensive Plan to today.

- 1980
 - Third East-West Corridor and river crossing was adopted into the City's Comprehensive Plan.
- 1989
 - Study was conducted to determine the project need and alignment.
- 1993
 - City sold land along the North Fork of the St. Lucie River (NFSLR) to State of Florida Department of Natural Resources (DNR) with an understanding that a river crossing would be pursued at a later date.
- 1998
 - Metropolitan Planning Organization (MPO) placed the corridor project on their priority list.

- 1999
 - City adopted a resolution supporting the need for the corridor, and authorizing the City to secure an easement over the NFSLR from the Trustees of the Internal Improvement Trust Fund of Florida.
- 2001
 - City meets with Representative Harrell, FDEP, SFWMD, and FDOT to discuss permitting requirements for a River Crossing, and partnering with agencies.
- 2003 - 2004
- Numerous agency and stakeholder meetings were held and reports were developed concerning the project alternatives and analyses.
- 2005
 - Draft Notice of Intent submitted for review, leading to the questioning of the project's limits (Logical Termini).
- 2006
 - Tentative Federal Highway Administration (FHWA) agreement that Logical Termini should be extended westward to Manth Lane and that the alternatives analysis be revised accordingly.
 - Federal Highway Administration (FHWA) mandates that the project go through the Efficient Transportation Decision Making (ETDM) process pursuant to federal legislation (SAFETEA-LU - Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users). The Act requires that Environmental Impact Statements where the Notice of Intent was not published prior to October 2005 must go through the ETDM process.
 - FDOT initiates ETDM process (Programming Screen), resulting in agency red flags (disputes) along multiple corridor alternatives.
- 2007
 - Informal Dispute Resolution developed among FHWA, FDOT, the City, and State and federal resource and regulatory agencies.
- 2008
 - Formal agreement: that the project can move forward as an Environmental Impact Statement (EIS); six corridor alternatives will be evaluated; the project limits will be from Manth Lane at the Crosstown Parkway to U.S. 1; and that disputes can be addressed during the EIS and conceptual permit process
 - Project schedule development and approval.
 - City proceeds with EIS and begins conceptual permit initiative.
- 2009
 - City begins coordination with the Florida Department of Environmental Protection (DEP) regarding the easement to cross state lands.

- City meets with DEP to discuss appropriate proprietary mitigation.
- City meets with Florida Fish and Wildlife Conservation Commission in (FWC) Tallahassee to discuss project.
- Presented project to Acquisition and Restoration Council (ARC); project unanimously approved.
- City continues conceptual permit initiative.
- 2010
 - City meets with United States Fish and Wildlife Service (USFWS), United States Coast Guard (USCG), and United States Army Corps of Engineers (USACE) to discuss project and proposed mitigation.
 - Memorandum of Understanding (MOU) signed between City and DEP.
 - Memorandum of Agreement (MOA) signed between City and St. Lucie County regarding the use of Platt's Creek as regulatory mitigation.
 - City begins preliminary plans and coordination regarding Proprietary Mitigation Plan projects.
 - City begins design and permitting of Platt's Creek Compensatory Area.
 - Mangrove mitigation approved by USFWS, South Florida Water Management District (SFWMD), and USACE.
 - City submits all required information for Conceptual Environmental Resource Permit and permit is put on hold until Record of Decision by FHWA.
- 2011
 - City holds pre-application meeting with SFWMD and USACE regarding Proprietary Mitigation Plan projects and Platt's Creek regulatory mitigation project.
 - City reserves credits at Bear Point Mitigation Bank for regulatory mitigation of mangrove impacts.
 - Draft EIS submitted and approved by FHWA.
 - City holds public hearing.
- 2012
 - City formally identifies 1C as locally preferred alternative.
 - Platt's Creek permit approved by SFWMD.

Purpose and Need of Bridge to Cross the North Fork St Lucie River

Within the 115 square miles of the City, there is one east-west corridor that crosses the North Fork St Lucie River (NFSLR). A second crossing is located just north of the City. As shown in Table 2, the total capacity of these two bridges is exceeded and both bridges operate below acceptable levels of service at critical times of the day.

Table 2 Existing Bridge Volumes and Capacity

Bridge	Lanes	Existing Maximum Service Volume (Vehicles)	Conditions		2025 Forecast	
			(1) Average Annual Daily Trips (Vehicles)	Over Capacity	Average Annual Daily Trips (Vehicles)	Over Capacity
Port St Lucie Boulevard	6	53,500	57,146	Yes	63,500	Yes
Prima Vista Boulevard	4	35,700	34,449	No	44,800	Yes
<i>Total</i>	10	87,400	91,645	Yes	108,300	Yes

(1) St Lucie Urban Area Transportation Planning Organization 2009 Traffic counts

The forecasts and level of service indicate that the overall demand is greater than the capacity of the existing bridges. Significant traffic congestion at the existing bridges and nearby intersections threatens the safety and long-term viability of these two vital corridors.

The purpose of the proposed project is to alleviate substantial traffic capacity deficiencies in the City of Port St. Lucie. Specifically, the project would provide relief to the two existing crossings of the NFSLR at Port St. Lucie Boulevard and Prima Vista Boulevard. These transportation deficiencies and associated traffic congestion are primarily a result of the substantial population growth that has occurred in the City since the early 1990s. It is projected that this growth will continue through the year 2030 resulting in further capacity deficiencies.

The proposed project is needed because the existing NFSLR bridges are experiencing significant delays today, and will not be able to meet the projected travel demand across the NFSLR in the future

NEPA Permitting Status

The eastward extension of Crosstown Parkway includes about one mile of roadway and a mile bridge to span the NFSLR. When completed, Crosstown Parkway will extend the existing corridor from Manth Lane and provide a new connection between Interstate I-95 and US Highway 1.

The City is working toward the finalization of the Environmental Impact Statement (EIS) as required by the National Environmental Protection Act for the river crossing. The following major milestones were recently completed:

- The Draft EIS was approved for release to the public by the Federal Highway Administration FHWA on July 1, 2011 (Attachment A).
- The Public Hearing on the Draft EIS was attended by about 400 citizens on September 22, 2011 (Attachment B).
- In early January a meeting was held with FDOT and FHWA personnel in attendance for the purpose of ranking the alternatives presented in the Draft EIS. After detailed analysis by the evaluation committee, and based on the input of the community and the City's consultants, alternative 1C was ranked number one.

- The Final EIS is on schedule for submittal to FHWA in the summer of 2012 and a final Record of Decision (ROD) from FHWA is anticipated by the end of 2012.

The City has been working closely with FHWA through FDOT on the permitting process. FHWA is not able to provide a written opinion regarding the project until the FEIS has reached legal sufficiency. The contact information for the FDOT and FHWA representatives leading our permitting efforts follow.

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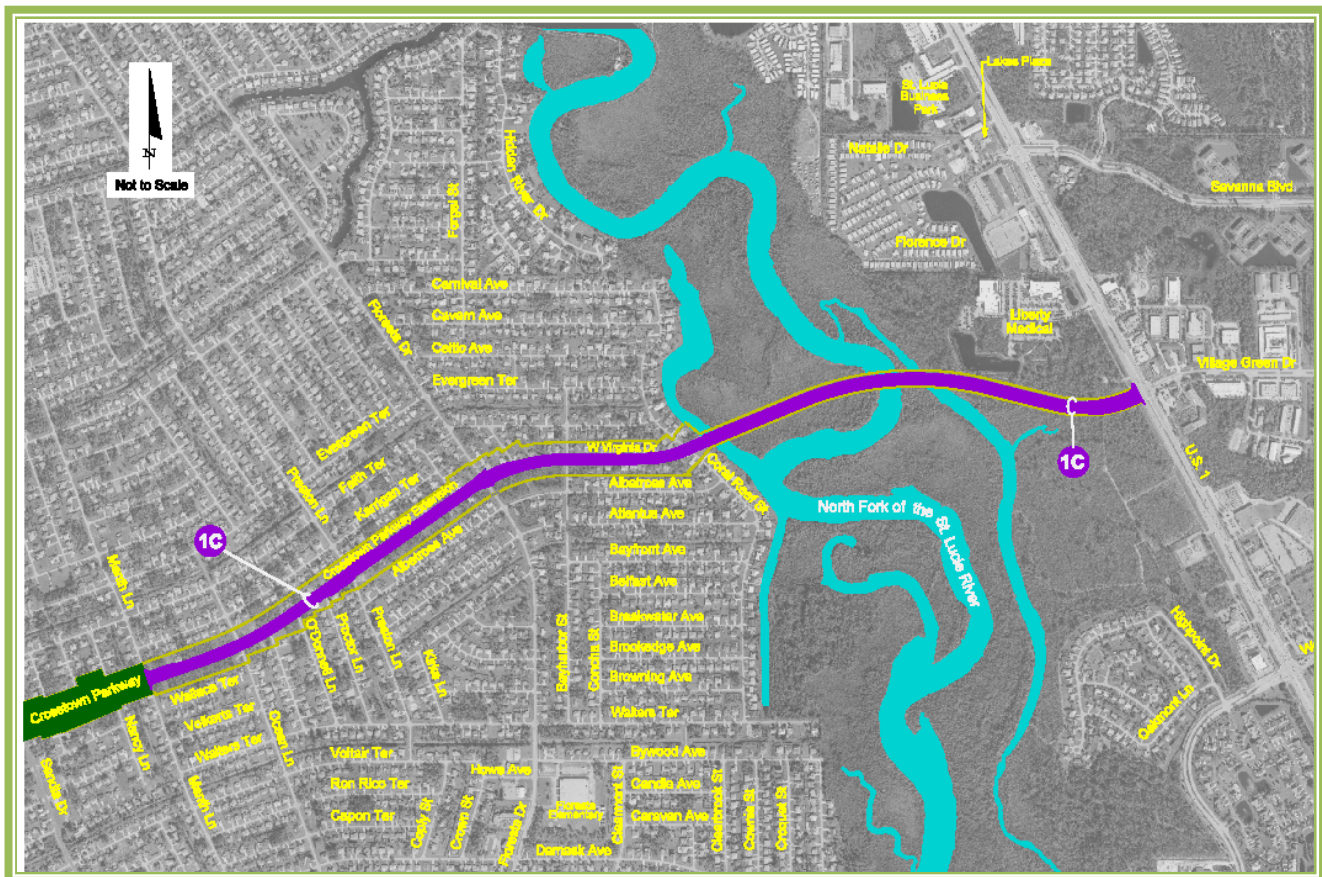


Figure 4
Crosstown Parkway Extension Locally Preferred Alternative 1C

Regulatory Process

The reason for applying for the easement at this time is that DEP has identified several red flags in the form of a dispute resolution relating to the environmental impacts associated with crossing state lands. By formally providing the City conditional approval of the easement, these red flags can be lifted. As a part of the approval of the Final EIS by FHWA, in the form of a Record of Decision, the City needs to show that the State will lift these red flags and grant an easement for the preferred alternative. Prior to construction, the City must submit an application for an Individual ERP and a SSL easement application to construct the chosen alignment.

The second reason for applying for the easement at this time is that the City has entered into a Memorandum of Understanding with the DEP regarding the easement. The MOU stipulates that the State will issue an easement for the crossing provided that the City completes proprietary mitigation projects for the use of the easement. The City understands that the easement cannot be granted until the mitigation projects have been implemented. The implementation of these mitigation projects, per the agreement, requires the City to fund approximately \$5.5 million towards the projects, which does not include any money associated with the property acquisition and conveyance of land. This will require the City to expend millions of dollars on these efforts and the implementation will take up to a year to complete. In order to expedite the overall project, the City is willing to proceed with the mitigation projects as soon as the Board of Trustees conditionally approves the easement by the terms of the MOU. By coming to the board at this time the City can reduce the overall project schedule by a year or more.

Memorandum of Understanding (MOU)

On April 26, 2010, the City and FDEP entered into a memorandum of understanding that the City would complete \$5.5M in proprietary mitigation projects as well as provide 110 acres of environmentally sensitive lands and exotic removal (\$700,000) on these lands. Upon completion of these projects and the conveyance of the property to the State, the State would grant an easement for the bridge to cross the NFSLR. A copy of the MOU is provided in Attachment C.

Proposed Easement Requirements

The Locally Preferred Easement, Alternative 1C, would connect Crosstown Parkway along West Virginia Drive west of the NFSLR to the existing intersection of U.S. 1 and Village Green Drive as shown in Figure 5.

The proposed easement across state lands is approximately 160 feet wide for a distance of about 3,800 feet and 200 feet wide for about 465 feet. The total requested area of the easement is about 16.1 acres. The North Fork of the St. Lucie River will have a vertical clearance of 30-feet. The vertical clearance for Evans Creek and Coral Reef Waterway is 25-feet.

We are continuing to work with DEP and the SFWMD regarding the placement of the piers to minimize impacts to the environmentally sensitive lands.

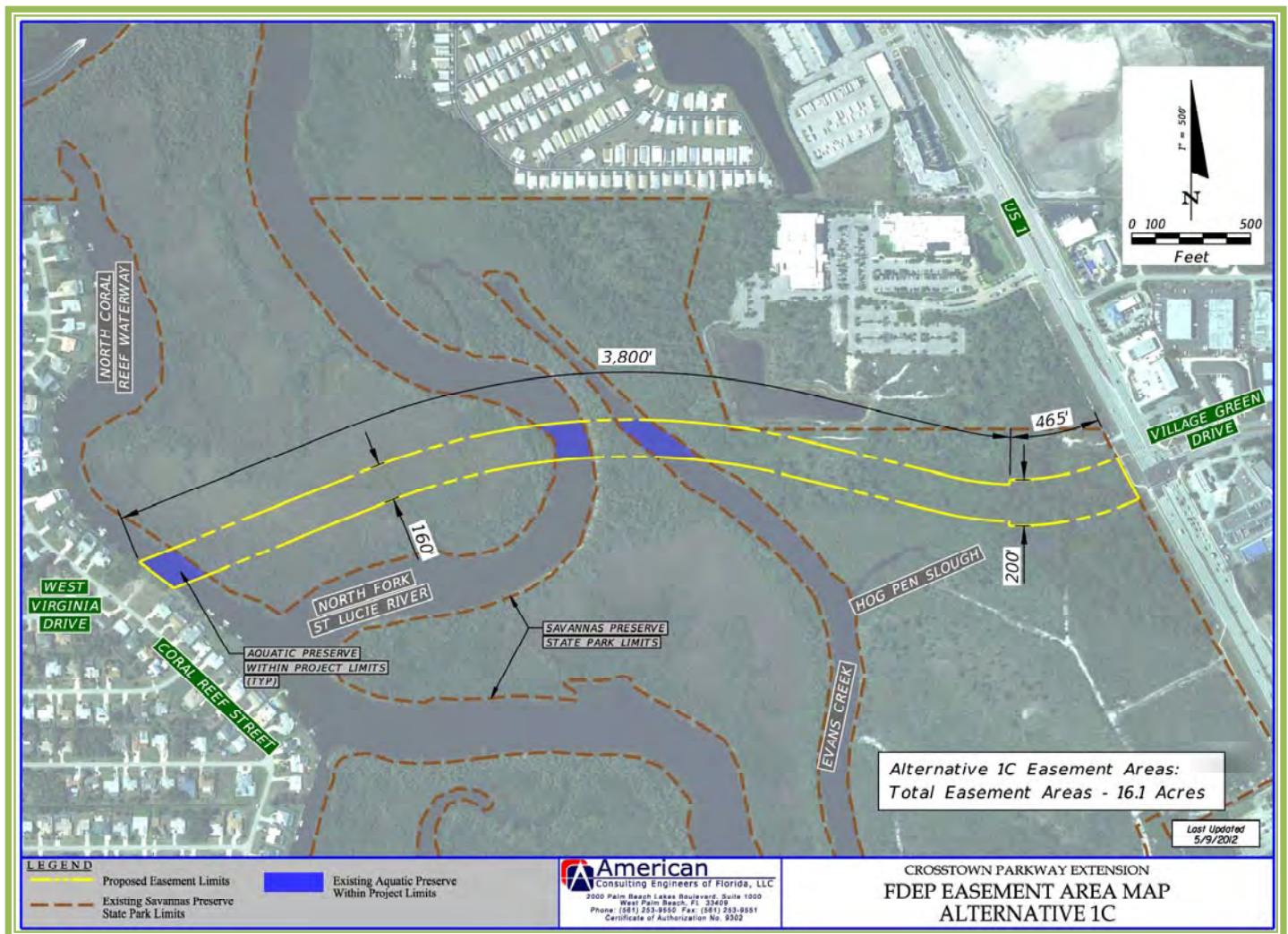


Figure 5
Crosstown Parkway Extension Locally Preferred Alternative 1C
Requested Easement Area

Proprietary Mitigation Projects

On April 26, 2010, the City of Port St. Lucie entered into a Memorandum of Understanding (MOU) with the Florida Department of Environmental Protection (DEP). The MOU stated that if a build alternative was selected during the EIS process, the City would:

- Design, permit, and construct four water quality improvement projects,
- Convey approximately 110 acres to the Board of Trustees,
- Design, permit, and construct Recreational Opportunity - Trails
- Design, permit and construct Recreational Opportunities – Other

The City has moved forward with the design/permitting as well as the acquisition of property for the above mentioned projects. The funding to complete the proprietary mitigation efforts will be provided through the remainder of the \$93.8M bond issuance and the remaining \$71.1M bond that is

available. The total \$165M of bond funding is earmarked for this project via a voter approved referendum in June 2005. The status of the proprietary mitigation projects follows.

Water Quality Improvements

Conceptual designs have also been created in coordination with DEP on the water quality projects in accordance with the MOU. The water quality improvements will be achieved by reconnecting oxbows and isolated floodplains. Restoration efforts will include dredging shoals or berms, widening or deepening portions of the waterway, and other work as identified by DEP. The projects identified by DEP include Evans Creek, Site 5 West, River Place Upstream and Otter Trail.

As outlined in the MOU, the costs incurred by the City for the design, permitting, construction, and inspection of the four restoration projects shall not exceed \$2,000,000. If the cost is expected to exceed that amount, the City will work with DEP to identify a replacement project that will allow the total costs incurred to remain under \$2,000,000. This was to include water quality monitoring, biological monitoring, and vegetation sampling one year prior to construction and for years post construction.

Based on the conceptual plans, the cost to design, permit and construct the four water quality projects can be done for the allotted budget. Monitoring for five years after construction causes the projects to exceed \$2,000,000. The City has been working with DEP to reduce the monitoring to three or four years to stay within budget and still be able to construct all four water quality projects as described below.

Evans Creek: The Evans Creek project is largely a dredge project that will require deepening the upstream and downstream ends of Evans Creek to improve flushing. The project site is located on the east side of the NFSLR between Prima Vista Boulevard and Port St. Lucie Boulevard. Four main areas were identified as requiring dredging referred to as Downstream, Middle Downstream, Middle Upstream and Upstream. Based on survey data, the downstream and middle downstream segments were combined into one segment which will be dredged approximately 750-feet long. The Middle Upstream segment will be dredged approximately 650- feet long. The width and depth of the proposed dredging varies. Based on the survey data, it was determined that the Upstream segment does not require improvements and has been removed from the project. Attachment D provides a copy of the conceptual plans for this project.

Site 5 West: This project is hydrologic restoration project involving one berm breach and on oxbow reconnection. The project is located north of Prima Vista Boulevard and north of Channel Marker 32. The berm breach will be dredged approximately 75-feet long and 25-feet wide. The oxbow (near Emerson Street) was not historically connected, but the water is stagnant and connection is expected to benefit the NFSLR. The oxbow will be dredged approximately 250-feet long and 50-feet wide. The depth of the proposed dredging varies. Conceptual plans for this project are provided in Attachment D.

River Place Upstream: The River Place Upstream project also involves dredging the main channel and a berm breach on a north branch of the channel to rehydrate wetlands. The project is located upstream of Prima Vista Boulevard adjacent to the Rivers Edge

neighborhood. The goal of the project is to provide a connection of the upstream end of the River Place oxbow to the NFSLR. This segment has a main (historical) channel that is weakly connected to the NFSLR. In addition, a berm will be removed along the north branch to the upstream end that is cut off from the NFSLR by the berm. The main channel will be widened and deepened and the berm on the north branch will be removed. The main channel will be dredged approximately 725-feet long. The north branch will be dredged approximately 75-feet long. The width and depth of the proposed dredging varies. Attachment D provides a copy of the conceptual plans for the River Place Upstream Water Quality Improvement project.

Otter Trail: This project is a berm breach to rehydrate wetlands. The project site is located south of Midway Road within the St. Lucie County's Oxbow Eco-Center preserve just north of the Channel Marker 34. Otter Trail is an unimproved trail within the Oxbow Eco-Center that runs along the NFSLR. Two cuts (one breach and one culvert site) are needed to rehydrate the historical floodplain that runs along the west side of the otter trail at the Oxbow Eco-Center. The southern downstream breach is just north of the upstream end of the Oxbow Eco-center oxbow. The downstream segment will be dredged approximately 100-feet long, 40-feet wide and to a depth of 6 feet. The northern upstream culvert site is just south of the upstream end of the Idabelle Island oxbow. The upstream segment will be dredged approximately 60-feet long, 40-feet wide, and to a depth of 15 feet. The width of the proposed dredging varies. Three 36-inch culverts will be utilized for the upstream segment. In addition, a pedestrian boardwalk will be constructed to maintain the existing Oxbow Eco-Center Otter Trail. Based on conversations with St. Lucie County, the existing boardwalks within the Oxbow Eco-Center are either 4- or 6-feet wide. The conceptual drawings assumed a 6-foot boardwalk. Conceptual plans for this project are provided in Attachment D.

Property Conveyance

The MOU states that City of Port St. Lucie will provide DEP with approximately 110 acres of property adjacent to the state lands. The City was able to acquire the parcel known as the Evans property for a total of 49.81 acres. In addition to the 49.81 acres, the City has identified 49.49 acres of City-owned property that is immediately available for use as proprietary mitigation and has also identified 8.85 acres of property that they can acquire immediately. This would provide a total of 108.15 acres of property located adjacent to the Savannas Preserve State Park that could be conveyed to the Board of Trustees. Attachment E provides a copy of the transmittal submitted to DEP outlining the properties and requesting concurrence on the properties as fulfillment of the MOU condition.

Recreational Opportunity - Trail

The City agreed to permit, design and construct the Savannas Recreation Area Trail for a sum total not to exceed \$1,500,000. Per the MOU, the trail is to be located within the Savannas Recreation Area between Savannah Road and Midway Road. The trail was to be a paved multi-use trail approximately 2.5- miles long and a width of 8 -10 feet with five (5) boardwalk crossings over low, wet areas and drainage ditches with no appreciable elevation above the trail surface. After working with the St. Lucie County on the project the project has been slightly modified. In a meeting on August 5, 2010 with St. Lucie County, the County requested a modification of the original scope of the project. The proposed new limits of the trail are to begin at the end of the entrance road to the

Savannas Recreation Area and end south of the F.E.C. Railroad tracks. The City has created conceptual design plans (Attachment F) for the Savannas Area Recreation Trail. In order to keep the cost within budget, the trail has been slightly shortened, the boardwalk and bridge widths have been reduced to 8-feet wide, and one tower and vista are proposed.

Recreational Opportunity – Other

The other recreational opportunities to be constructed by the City in accordance with the MOU, includes the Halpatiokee Canoe Access Replacement, improvements to the existing Savannas Preserve State Park Canoe/Kayak Launch and Education Center.

Halpatiokee Canoe Access Replacement: The improvements to the Halpatiokee Canoe Launch project consists of the design and permitting of the canoe launch at a location south of the existing location to the satisfaction of DEP. As stated in the MOU, the canoe launch would include a 200-foot boardwalk, pavilion, restroom, interpretive kiosk, paved parking for 20 vehicles, paved entrance road approximately 0.25 mile long, and road signage. The boardwalk would be 10-feet wide. The restroom would either be a composting restroom or would have access to a water and sewer utility line. The original location picked out by DEP for the canoe launch would tie into Hog Pen Slough. However, after a field review it was determined that Hog Pen Slough may not be deep enough year round and the long-term maintenance requirements associated with Hog Pen Slough would be too costly and time consuming. An alternative site adjacent to Evans Creek was chosen as the preferred location. The conceptual design plans (Attachment G) include canoe/kayak launch dock and 30-foot long boardwalk, entrance road, paved parking for 21 vehicles including trailer parking, shared use path, kiosk, restroom, and a 12- by 24- foot pavilion with picnic tables.

Improvements to the Savannas Preserve State Park Canoe/Kayak Launch: The improvements to the Savannas Preserve State Park Canoe/Kayak Launch were proposed to consist of an entrance road, parking area, composting restroom, roadside information, and entrance signs. Based on a meeting dated August 17, 2010, the DEP staff preferred to give priority to the Halpatiokee Canoe Launch and improvements to the Education Center over this project. The DEP wanted additional improvements made to these facilities over any improvements to the Savannas Preserve State Park Canoe/Kayak Launch. Therefore, this project is no longer being considered as part of the proprietary mitigation package.

Improvements to the Savannas Preserve State Park Education Center: Per the MOU, the improvements to the education center were to consist of a 3,000-square-foot addition to the existing structure for classrooms and a laboratory, and a 200-foot boardwalk with observation platform into the Savannas preserve to replace the existing path. Since the Savannas Preserve State Park Canoe/Kayak Launch project was cancelled additional funds were made available to this project. The addition to the education center will be attached to the existing building on the west side. A second entrance to the building will be provided (including ADA accessibility) on the addition near the proposed trail on the west side. The conceptual plans include a concrete walkway on the west side of the building that connects with the Gopher Tortoise Trail. The trail will be 6-feet wide and connect to the ramp attached to the back of the education center and continue down the Glass Lizard Trail to the proposed overlook in the marsh. The overlook to the marsh will be approximately 12-feet wide by 30-

feet long and will contain some seating. A small boardwalk will be constructed over the wetlands to connect the trail to the overlook and minimize impacts to the wetlands. The improvements to the parking lot for the Preferred Alternative includes 6 additional automobile parking spaces, 3 additional handicap parking spaces, 3 additional bus parking spaces and a 5 foot sidewalk along the northern boundary. In addition, the existing gravel/grassed area near the entrance to the education center will be used to provide overflow parking. Attachment H provides the conceptual plans for the improvements to the education center.

Job Creation

A tremendous long-term economic stimulus will be realized by this region when the two-mile Crosstown Parkway Extension is completed. The creation of jobs and industry in an economically distressed area with 11.8% unemployment is invaluable.

The construction of the proprietary mitigation projects, regulatory mitigation projects, and the bridge/roadway will create a substantial number of jobs in the area. Using the USDOT TIGER 2012 Application Guidance Seminar (March 1, 2012) and the BCA Webinar (March 6, 2012) guidance criteria for job creation, for each \$1M of construction related expenditure, 13 total jobs (direct and indirect) are generated. Based on the total construction cost of \$194.4M, a total of approximately 2,527 jobs would be created by the project.

Public Outreach/Comments

A Public Hearing was held on Thursday, September 22, 2011 at the Port St. Lucie Civic Center, 9221 S.E. Civic Center Place, Port St. Lucie, FL 34952. The purpose of the Public Hearing was to elicit public comment and opinion with regard to the Crosstown Parkway Extension PD&E Study/EIS. The Public Hearing provided interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements. The Public Hearing also provided an opportunity for the public to review information and ask questions of the project team. According to the attendance records, approximately 400 people attended the Public Hearing.

A total of 134 comments were received that just expressed a preference for a specific alternative:

- 115 – Preferred Alternative 1C
- 9 – Preferred Alternative 2A
- 6 – Preferred the No Build Alternative
- 2 – Preferred Alternative 6B
- 2 – Preferred Alternative 6A

A total of 15 comments preferred more than one alternative:

- Alternative 2A was mentioned in 10 comments as being the favored alternative
- Alternative 2D was mentioned in 9 comments as being the favored alternative
- Alternative 1C was mentioned in 12 comments as being the favored alternative
- Alternative 1F was mentioned in 9 comments as being the favored alternative
- Alternative 6B was mentioned in 10 comments as being the favored alternative
- Alternative 6A was mentioned in 10 comments as being the favored alternative

Of the remaining comments received, where a specific preference was not identified or a comment was made “against” one or more alternative(s):

- Alternative 2A was mentioned in 5 comments that were against one or more alternative(s)
- Alternative 2D was mentioned in 4 comments that were against one or more alternative(s)
- Alternative 1C was mentioned in 6 comments that were against one or more alternative(s)
- Alternative 1F was mentioned in 9 comments that were against one or more alternative(s)
- Alternative 6B was mentioned in 8 comments that were against one or more alternative(s)
- Alternative 6A was mentioned in 8 comments that were against one or more alternative(s)

Before and after the Public Hearing PowerPoint presentation, oral comments were recorded by the Court Reporter in attendance. A total of 32 comments were recorded. Of those 32 comments, 22 of them were in favor of selecting Alternative 1C as the Preferred Alternative. In general, the reasons stated for favoring Alternative 1C included: less residential impact; proximity to U.S. 1; better hospital access; it was a more sensible alternative; it was a more practical alternative; and, effectiveness and efficiency.

Environmental issues were noted in five of the comments. Concerns for the River’s water quality, fishes, birds, pollution, and the pristine acres of land, were the core of the environmental comments. Concerns for safety pertinent to Alternatives 2A and 2D were noted due to the number of students that walk to Floresta Elementary School in the vicinity of those alternatives. One comment supported Alternative 2A, stating that this alternative is more efficient in connecting to existing roadways and Walton Road. One commenter noted the hardship it would cause him to move his home-based business if his home were relocated. There were two comments complimenting the City and the project team on all the work that had gone into the project and the Public Hearing preparation.

In summary, based on the written comments received, the majority of the comments expressed a preference for Alternative 1C. Fewer relocations and less neighborhood disruption were cited, in large part, as the reasons for favoring Alternative 1C as compared to the other build alternatives. Some of the comments stated that Alternatives 2A and 2D would present safety problems to children since Floresta Elementary School is located in the vicinity of those alternatives. Comments pertinent to the natural environment expressed concerns about impacts to natural resources, wetlands, river otters, eagles, panthers, bobcats, and owls. One comment noted that the trade-off between the environmental issues that may arise would be small when compared to the impacts of displacing residents. One comment stated that the damage done to the River would be, “irreversible.” Other

comments expressed concern about increased traffic and increased noise levels. The importance of maintaining mobility for disabled residents and the importance of having an additional evacuation route was also noted in the comments. The desire for the project to move along more quickly was expressed in various comments.

Attachment I provides the Transcripts of the verbal comments received at the Public Hearing, a letter received by the SFWMD in opposition to the project is provided in Attachment J and minutes of the January 23rd City Council Meeting with the remarks of the Indian Riverkeeper and St Lucie County Conservation Alliance.

ATTACHMENT A

*FHWA Signature on
Draft Environmental Impact Statement,
July 1, 2011*

FHWA-FLA-EIS-2010-XXD
Federal Highway Administration
Florida Division

ADMINISTRATIVE ACTION
DRAFT ENVIRONMENTAL IMPACT STATEMENT/SECTION 4(f) EVALUATION

U. S. Department of Transportation
Federal Highway Administration
and
Florida Department of Transportation

In Cooperation With

U.S. Coast Guard U.S. Fish and Wildlife Service
U.S. Environmental Protection Agency U.S. Army Corps of Engineers
National Marine Fisheries Service

ETDM #: 8247

Financial Project Number: 410844-1-A8-1

Federal Project Number: 7777-087-A

The proposed project is located in the City of Port St. Lucie, Florida (St. Lucie County). The proposed project would extend the Crosstown Parkway from Manth Lane on the west, across the North Fork St. Lucie River to U.S. 1 on the east, a distance of approximately 2 miles. Alternatives under consideration include the No Build Alternative, transportation systems management alternatives, and multiple build alternatives that provide a river crossing on a new alignment.

Submitted pursuant to 42 U.S.C. 4332(2) (c) and 49 U.S.C. 303

July 1, 2011
Date

Martin C. Knopp
Martin C. Knopp
Division Administrator
Federal Highway Administration

For additional information contact:

Beatriz Caicedo-Maddison, P.E.
Senior Project Manager
Florida Department of Transportation
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309
Telephone: (954) 777-4436
Facsimile: (954) 777-4310
beatriz.caicedo@dot.state.fl.us

or

Cathy Kendall, AICP
Environmental Specialist
Federal Highway Administration
545 John Knox Road
Tallahassee, FL 32303
Telephone: (850) 553-2225
Facsimile: (850) 942-9691
cathy.kendall@dot.gov

Comments must be received by the Senior Project Manager at the mailing address provided above

October 3, 2011
By: _____
Date

ATTACHMENT B

*Treasure Coast Palm News, September 22, 2011 –
Port St Lucie Residents Show Support at Hearing for Crosstown Parkway
Extension along West Virginia Drive*

Port St. Lucie residents show support at hearing for Crosstown Parkway extension along West Virginia Drive | Video

By Christin Erazo

Thursday, September 22, 2011

PORT ST. LUCIE — It was clear at a public hearing Thursday night that most residents preferred a Crosstown Parkway extension along West Virginia Drive connecting to the existing intersection of U.S. 1 and Village Green Drive.

The route, which would require building a bridge west of the North Fork of the St. Lucie River, was among six alternatives presented at a public hearing hosted by the Florida Department of Transportation and the city of Port St. Lucie to discuss the proposed extension of the six-lane Crosstown Parkway.

More than 400 residents packed the Civic Center to share their thoughts on how certain routes could affect their communities' quality of life, as well as surrounding nature habitats. Residents also commented on potential design improvements for existing roadways near Floresta and West Virginia drives, which have been affected because of the absence of an extension.

The 6-mile section of the Crosstown Parkway extends from Interstate 95 to the west through Manth Lane to the east, before narrowing into West Virginia Drive. The proposed extension will cover 2 miles and will be the city's third east-west corridor to U.S. 1 after Port St. Lucie Boulevard and Prima Vista Boulevard.

The favored route, which is identified as "1C", would have a projected cost of \$161.5 million, the fourth most expensive alternative. But it would cause the fewest residential relocations, 65, with only 140 residential impacts. One alternative would affect 231 residents.

The preferred alternative would also have zero commercial relocations, while some alternatives have as many as 12.

"1C is the right option, it's the only option," said Ben Lombardi, a resident of the Villas of the Village Green. "Less people get hurt and it's already paid for."

According to Ed Cunningham, public information officer for Port St. Lucie, the city acquired between 400 and 450 properties along the "1C" route between 2003 and 2006 because it anticipated the extension would occur down that stretch.

Before the public hearing, residents were able to review all six route alternatives, which extended as far north as Fallon Drive, as south as Thornhill Drive, and to the west by Manth Lane and to the east by U.S. 1.

Residents also viewed a presentation that discussed the advantages and disadvantages of each alternative, as well an option not to build an extension, as studied by the FDOT and the city's engineering department.

A transportation study showed traffic volume crossing the North Fork of the St. Lucie River would reach 156,000 by 2037, an increase of 48 percent since 2008. The Port St. Lucie Boulevard and Prima Vista Boulevard bridges each saw a traffic volume of 66,330 and 38,350, respectively, in 2008. Those volumes exceeded their capacities.

The presentation showed residents that as population growth continues in the city, the option of another bridge crossing the river had to be addressed because doing nothing would cause continuous traffic backups. No extension could also hinder medical and emergency response teams from traveling east and west between St. Lucie Medical Center and residential communities.

According to findings from the FDOT, route "1C" would provide the best overall congestion relief to Port St. Lucie and Prima Vista boulevards, and to the area.

But, "1C" would also have the greatest effect on wetlands near the North Fork of the St. Lucie River, directly affecting 10.19 acres. It is also the only route affecting Halpatiokee Canoe and Nature Trails. All build alternatives would still have an environmental impact, but none as great.

As part of the presentation, FDOT and city engineering officials said a mitigation plan to improve the affected area's water quality and improve existing recreational areas would be implemented to help offset the negative impact of the extension.

Resident Suzanne Eovaldi argued the bridge and route "1C" would cause irrevocable damage to the area's ecosystem, trees and wildlife habitats.

"They are not yours to destroy," she said.

Pat Simmons, a Port St. Lucie resident since 1993, argued the "2A" and "2D" alternatives would affect exit and entrance routes for schools and residents in the area. Both routes go down Southeast Walters Terrace and would be very close to Floresta Elementary School.

"How are kids supposed to get past a six-lane highway?" Simmons said. "One way in or out is not safe for us or safe for the kids."

Simmons added if the city had a mass transit system it would reduce traffic volume on the existing east-west corridors, and then there would be no need for a third bridge.

The ultimate route for the Crosstown Parkway extension will be selected after all public comments have been reviewed, with a decision in early 2012.

The first section of the Crosstown Parkway was paid for by a \$165 million bond referendum approved by voters in 2005. The city has spent about \$95 million of the bond money with \$71 million remaining.

City Engineer Patricia Roebling said \$121 million in state and federal dollars have been allocated to pay for the bridge and the roadway extension. This portion of the project is paid with federal dollars since federal permits were needed to cross the North Fork of the St. Lucie River. Bentrott said the total cost of the extension project has yet to be determined. Cost depends on which location is chosen and how much it will cost the city to acquire surrounding properties.



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ATTACHMENT C

*Memorandum of Understanding
DEP and City of Port St Lucie
April 26, 2010*



Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Charlie Crist
Governor

Jeff Kottkamp
Lt. Governor

Michael W. Sole
Secretary

April 27, 2010

City of Port St. Lucie
Roberta F. Richards
Manager, Engineer Operations
121 S.W. Port St. Lucie Blvd
Port St. Lucie, Florida 34984

RECEIVED

APR 29 2010

CITY OF PSL
ENGINEERING

RE: Memorandum of Understanding
City of Port St. Lucie/Department of Environmental Protection
Crosstown Parkway

Dear Ms. Richards:

Attached is a fully executed original of the Memorandum of Understanding (MOU) between the State of Florida Department of Environmental Protection and the City of Port St. Lucie. This MOU is for the Crosstown Parkway Extension Project, which includes a bridge across the North Fork St. Lucie River that will cross state-owned uplands in the Savannas Preserve State Park and/or the North Forest St. Lucie River Aquatic Preserve.

If you have any questions about the attachments, please do not hesitate to give me a call at 850.245.2731.

Sincerely,

Kime H. Landes
Bureau of Public Land Administration
Division of State Lands
Mail Station 130

Attachments

MEMORANDUM OF UNDERSTANDING

THIS MEMORANDUM OF UNDERSTANDING ("MOU") is entered into this 26th day of April, 2010, between the STATE OF FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION ("DEP") and the CITY OF PORT ST. LUCIE ("CITY").

WHEREAS, the CITY is currently pursuing the preparation of an Environmental Impact Statement ("EIS") and the issuance of a Conceptual Environmental Resource Permit ("Conceptual ERP") for the Crosstown Parkway Extension Project ("Crosstown Parkway Extension"), which includes the evaluation of a bridge across the North Fork St. Lucie River ("NFSLR") to complete a major east-west arterial extending from I-95 to US 1 in the City of Port St. Lucie; and

WHEREAS, the new bridge will require crossing state-owned uplands in the Savannas Preserve State Park ("State Park") and the North Fork St. Lucie River Aquatic Preserve ("Aquatic Preserve") and sovereignty lands; and

WHEREAS, DEP manages the State Park and the Aquatic Preserve; and

WHEREAS, the CITY is working on the EIS for the Crosstown Parkway Extension in cooperation with the Federal Highway Administration ("FHWA") and the State of Florida Department of Transportation ("FDOT"); and

WHEREAS, six build alternatives and a no-build alternative are being evaluated in the EIS, and selection of a preferred alternative will be made through the EIS process with FHWA's final approval; and

WHEREAS, the CITY's application for a Conceptual ERP is currently being processed by the South Florida Water Management District ("SFWMD") as suggested by DEP Secretary Michael W. Sole in a letter to Senator Ken Pruitt dated March 22, 2007 (Exhibit "A"); and

WHEREAS, to address the requirements of the Conceptual ERP, the CITY and SFWMD have agreed that SFWMD will review a hybrid corridor developed by the CITY that represents a composite of the greatest impacts from each of the six build alternatives being evaluated in the EIS and, in turn, the hybrid corridor will be used to define the impacts and regulatory mitigation requirements; and

WHEREAS, the CITY must obtain easements from the Governor and Cabinet who sit as the Board of Trustees of the Internal Improvement Trust Fund of the State of Florida ("TRUSTEES") for the use of state-owned uplands and sovereignty lands prior to the CITY's commencement of construction of the Crosstown Parkway Extension; and

WHEREAS, the Acquisition and Restoration Council ("ARC") is required to review the proposed easement over state-owned uplands and make a recommendation to the TRUSTEES; and

WHEREAS, the CITY and DEP have reviewed the impacts that may be created by the proposed hybrid corridor and have formulated and agreed to certain proprietary mitigation projects identified below for the impacts to state lands; and

WHEREAS, DEP and the CITY desire to enter into this MOU for the purpose of setting forth the responsibilities of the parties hereto regarding the Crosstown Parkway Extension.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the CITY agrees as follows:

1. Because the Crosstown Parkway Extension will impact state lands, the CITY shall complete the following proprietary mitigation projects ("Proprietary Mitigation Projects"):

- A. **Water Quality Improvements:** The CITY agrees to complete four restoration projects as agreed upon by the CITY and DEP. The four restoration projects, outlined in the Aquatic Preserve Management Plan dated August 2009, are Evans Creek, Site 5 West, Riverplace Upstream, and Otter Trail. The location and information on the restoration projects are shown in the attached Exhibit "B." Although DEP prefers that the CITY implement the Roberts Upstream project (shown in Exhibit "C") as one of the four restoration projects, the project is on private property and may not be accessible. If the Roberts Upstream project can be implemented, the CITY will complete the Roberts Upstream project in place of the Otter Trail project.

The water quality improvements will be achieved by reconnecting oxbows and isolated floodplains and deepening the upstream and downstream ends of Evans Creek to improve flushing. Restoration efforts will include dredging shoals or berms, widening or deepening portions of the waterway, and other work identified by DEP and agreed upon by the CITY. The four restoration projects will be conducted under a single contract. The CITY will complete the four restoration projects to the satisfaction of DEP. The costs incurred by the CITY for the design, permitting, construction, and inspection of the four restoration projects shall not exceed \$2,000,000. If the cost is expected to exceed that amount, the CITY will work with DEP to identify a replacement project that will allow the total costs incurred to remain under \$2,000,000.

- B. **Land Acquisition:** The CITY agrees to purchase approximately 110 acres of wetlands and uplands and convey marketable fee simple title to the TRUSTEES subject only to such encumbrances as are acceptable to the TRUSTEES. The conveyance shall comply with the requirements of Rule 18-

1.013, Florida Administrative Code, and shall require that the property conveyed be in compliance with all state and federal laws concerning the emission, discharge, seepage, release or threatened release of any contaminant, solid waste, hazardous waste, pollutant, irritant, petroleum product, waste product, radioactive material, flammable or corrosive substance, carcinogen, explosive, polychlorinated biphenyl, asbestos, hazardous or toxic substance, material or waste of any kind into the environment. The CITY will enter into negotiations with the property owners in order of priority shown on Exhibit "D". Priorities 1 and 2 have been identified by DEP as the entire Evans property (Parcel ID: 3414-501-4005-000-1) shown in Exhibit "E," and the available undeveloped portions of the Wynne property (Parcel ID: 3427-111-0002-000-5) shown in Exhibit "F." The residents currently living on the Evans property may be granted a life estate as a condition of the sale, subject to the approval of the TRUSTEES. If the Evans and/or Wynne properties cannot be purchased, properties with similar vegetative communities and comparable appraised values will be purchased, as identified in the DEP letter dated May 2009 (Exhibit "G"). All land purchased by the CITY for the TRUSTEES will be enhanced through the removal of exotics for a consecutive period of 5 years after the CITY transfers the property to the TRUSTEES. Removal of exotics can be conducted through mechanical or chemical means from the ground, whichever is most cost-effective. The CITY is responsible for all costs associated with the acquisition and transfer of the property to the TRUSTEES, including, but not limited to, title insurance, survey, and environmental site assessments and cleanup. The costs incurred by the CITY for the removal of exotics and seasonal maintenance shall not exceed \$700,000 for the 5-year period. If the removal of exotics and maintenance of exotics is expected to exceed that amount, the scope of work for the removal and maintenance of exotics will be reduced so as not to exceed \$700,000.

- C. **Recreational Opportunities - Trails:** The CITY agrees to design, permit, construct and provide inspection services for the Savannas Recreation Area Trail (the "Trail") to the satisfaction of DEP and St. Lucie County. The Trail is located within the Savannas Recreation Area between Savannah Road and Midway Road (Exhibit "H"). The Trail is to be a paved multi-use trail approximately 2.5 miles long and a minimum width of 10 feet with five (5) boardwalk crossings over low, wet areas and drainage ditches with no appreciable elevation above the Trail surface. The Trail will serve as a segment within the East Coast Greenway, a multi-state trail that connects Calais, Maine, to Key West, Florida, and will also be a segment of the St. Lucie North-South Trail that connects to the Green River Parkway Trail. The costs incurred by the CITY for the design, permitting, construction, and inspection of the Trail shall not exceed \$1,500,000. If the cost is expected to exceed that amount, the scope of work for the trail project will be reduced so as not to exceed \$1,500,000.

- D. **Recreational Opportunities – Other:** The CITY agrees to construct three recreation projects identified by DEP and shown and outlined on the attached Exhibit “T” to the satisfaction of DEP. The three projects are referred to as the Halpatickee Canoe Access Replacement, Improvements to Existing Savannas Preserve State Park Education Center, and Improvements to Savannas Preserve State Park Canoe/Kayak Launch. The costs incurred by the CITY for the design, permitting, construction, and inspection of the three recreational projects described below shall not exceed \$2,000,000. If the cost is expected to exceed that amount, the scope of work for the projects will be reduced so as not to exceed \$2,000,000.
- a. *Halpatickee Canoe Access Replacement* consists of a new canoe and kayak launch south of the existing launch, a 200-foot boardwalk, pavilion, restroom, interpretive kiosk, paved parking for 20 vehicles, paved entrance road approximately 0.25 miles long, and road signage. The boardwalk will be 10 feet wide.
 - b. *Improvements to the Existing Savannas Preserve State Park Education Center* consists of a 3,000-square-foot addition to the existing structure for classrooms and a laboratory, and a 200-foot boardwalk with observation platform to replace the existing path. The boardwalk will be 6 feet wide. The CITY will not be responsible for providing any ADA upgrades to the existing facility.
 - c. *Improvements to Savannas Preserve State Park Canoe/Kayak Launch* consists of an entrance road, parking area, composting restroom, roadside information, and entrance signs.
2. The CITY is obligated to undertake the commitments set forth in this MOU only if a build alternative is approved by FHWA through the EIS process and all necessary permits required to authorize said alternative are granted. All work described herein will commence by the CITY immediately upon approval of the EIS by FHWA and receipt of any necessary permits for the Proprietary Mitigation Projects. With the exception of the exotic removal, the CITY will complete all of the Proprietary Mitigation Projects prior to the commencement of construction of the Crosstown Parkway Extension across the NFSLR.
 3. The CITY commits to the completion of the Proprietary Mitigation Projects regardless of which build alternative is chosen as the preferred alternative through the EIS process, even if the impacts from the preferred alternative are less than the proprietary mitigation stipulated in this MOU.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, it is expected that DEP would agree as follows:

1. On December 11, 2009, prior to the actual easement location being determined through the EIS process and FHWA approval, DEP took all six build alternatives (easements) that are depicted on Exhibit "J" to ARC for its review and recommendation to the TRUSTEES.
2. The easements granted by the TRUSTEES together with the environmental resource permit issued by SFWMD shall authorize the construction of the Crosstown Parkway Extension in its entirety, including the bridge, roadway and stormwater management facilities.
3. If the TRUSTEES grant the requested easements and concur with the Proprietary Mitigation Projects, the CITY will complete the Proprietary Mitigation Projects prior to commencement of construction of the Crosstown Parkway Extension across the NFSLR. If the TRUSTEES do not grant the easements, the CITY will not be required to complete the Proprietary Mitigation Projects.
4. The easements granted by the TRUSTEES will comply with all applicable statutory and administrative rule requirements and contain those general and special easement conditions that are approved by the TRUSTEES.
5. The term of the easement over sovereignty lands shall not exceed the life of the Crosstown Parkway Extension or amortization of the improvements. The term of the easement over state-owned uplands shall not exceed the existing or planned life cycle or amortization of the improvements, except the TRUSTEES may grant an easement in perpetuity if the improvement is a transportation facility.
6. Should the no-build alternative be selected as the preferred alternative, the CITY will not be required to complete the Proprietary Mitigation Projects, and the CITY will not require the easements.

The parties hereto have caused this MOU to be executed through their duly authorized signatories on the day and year first above written.

"DEP"

STATE OF FLORIDA DEPARTMENT
OF ENVIRONMENTAL PROTECTION

By: Bob Ballard
Bob Ballard, Deputy Secretary, Land and Recreation

APPROVED AS TO FORM AND LEGALITY
By: Gary L. Heiser
Gary L. Heiser, DEP Attorney
Date: 4-13-16

"CITY"

CITY OF PORT ST. LUCIE

By: *Patricia P Christensen* (SEAL)

PATRICIA P CHRISTENSEN
Print/Type Name

Title: MAYOR
(OFFICIAL SEAL)





Exhibit "A", Page 1 of 3

Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Charlie Crist
Governor

Jeff Kottkamp
Lt. Governor

Michael W. Sole
Secretary

March 22, 2007

The Honorable Ken Pruitt
President, The Florida Senate
Room 312, Senate Office Building
404 South Monroe Street
Tallahassee, FL 32399-1100

RECEIVED

MAR 23 2007
City Manager's Office

Dear Mr. President:

Over the last couple of years, the City of Port St. Lucie (City) and its consultants have conducted corridor studies for a third east-west crossing of the North Fork St. Lucie River and the surrounding public and private conservation lands. Throughout that process, the Department met several times with City officials, the City's consultants, the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA), and other state and regional agencies to discuss concerns with the various alternative alignments proposed by the City.

Project Status

On August 16, 2006, FDOT posted the City's proposed alignments on FDOT's ETDM¹ website for review by federal, state and local agencies. That "programming" review was completed on October 1, 2006, when interagency team reviewers posted comments on the potential environmental impacts of three proposed alternatives on the St. Lucie River, the North Fork St. Lucie Aquatic Preserve, and the Savannas Preserve State Park. The Department, the Florida Fish and Wildlife Conservation Commission (FWC) and the U.S. Fish and Wildlife Service (USFWS) assigned a "dispute resolution" degree-of-effect (the highest level of concern available under ETDM review) on the following resource categories: Recreation Lands (public conservation lands), Secondary and Cumulative Effects, Water Quality and Quantity, Wetlands, and Wildlife and Habitat.

Under the ETDM process, when a reviewing agency assigns "dispute resolution" as its level-of-concern, the project cannot proceed to FDOT's Project Development Phase other than for the purpose of preparing technical studies and preliminary design work

¹ Efficient Transportation Decision Making.

Exhibit "A", Page 2 of 3

The Honorable Ken Pruitt
March 22, 2007
Page Two

necessary to resolve the agencies' objections. On December 5, 2006, FDOT initiated an informal dispute resolution process at an interagency meeting in Port St. Lucie. At that meeting, the City's consultants presented a draft report on alignment alternatives, and the reviewing agencies described their concerns and requested additional information. On December 20, 2006, the City forwarded an update of the Crosstown Parkway Corridor Extension Alternatives Report to the FHWA, DEP, FWC and USFWS for review.

At the December 5th meeting, the City asserted that it had "reserved" bridge landing sites along the river when it conveyed certain conservation lands along the North Fork St. Lucie River to the Board of Trustees in 1992. DEP Division of State Lands' records indicate, however, that conveyance of the conservation lands was unconditional and unencumbered.

On February 27, 2007, FDOT advised the Department that the City has decided to pursue formal dispute resolution under ETDM, and that it would send an official notification of that election to the Department. To date, I have not yet received any such communication from the City. Under the ETDM manual, the next step in the formal dispute resolution process will be the preparation of positions papers by the City and reviewing agencies.

Proposed Alternative Approach

To address resource questions that arose during interagency review of the proposed alternative alignments, the Department suggests that the City consider applying for a Conceptual Approval Permit from the South Florida Water Management District - the agency having environmental resource permitting (ERP) jurisdiction for the project. While a conceptual approval does not authorize construction or operation of the project, it would provide resource agencies with technical data and analysis from which the agencies could determine whether the project is permissible. Until specific, detailed information is submitted to and reviewed by the resource agencies, they will not be able to definitively state whether any of the proposed alignments will be able to meet federal and state permitting requirements.

The application process for a conceptual permit is generally the same as the process for an individual ERP, except that it does not require the same detailed, signed-and-sealed engineering calculations and drawings, or environmental impact analysis necessary for an ERP. While the minute details of siting and mitigation would not be required until later in the project permitting process, the City would have to delineate wetlands and provide reasonable assurance that:

- All practicable impact avoidance and minimization options have been explored;
- Sufficient area is available for construction of the staging areas and stormwater treatment ponds;
- A public easement could be granted on state-owned uplands and sovereignty submerged lands; and
- The conceptual mitigation plan will offset the direct, secondary and cumulative impacts of the project.

Exhibit "A", Page 3 of 3

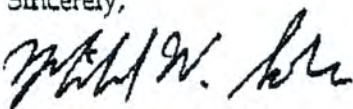
The Honorable Ken Pruitt
March 22, 2007
Page Three

The City would apply to the SFWMD for both the conceptual ERP and a sovereignty submerged lands (SSL) authorization at the same time (concurrent review). In addition, the City would also apply to the DEP Division of State Lands, Bureau of Public Land Administration for a public easement or lease over the Savannas Preserve State Park. As a major linear facility, the proposed easement or lease must be reviewed by the Acquisition and Restoration Council (ARC), which then issues a recommendation to the Board of Trustees (Governor and Cabinet), which makes the final decision on the granting of an easement or lease across state-owned submerged lands and uplands.

The end result of the conceptual approval process would be a conceptual permit (ERP) for siting the project and establishment of the basic regulatory requirements for future construction. The advantage of a conceptual ERP is that the City would not have to spend as much money up-front to determine whether the bridge is permissible. The disadvantage is that the City must thereafter obtain an individual ERP for the actual construction and operation of the project.

Regardless of the City's decision on whether to pursue formal dispute resolution under ETDM or submit an application for a conceptual approval permit, the Department remains available for further discussion of available options and alternatives.

Sincerely,



Michael W. Sole
Secretary

MWS/sm

cc: Stephanie Kopelousos, Interim DOT Secretary
Carol Wehle, Executive Director, South Florida Water Management District
Bob Ballard, DEP Deputy Secretary for Land and Recreation

Exhibit "B", Page 1 of 2
Proprietary Mitigation Water Quality Improvement Sites
Crosstown Parkway Extension

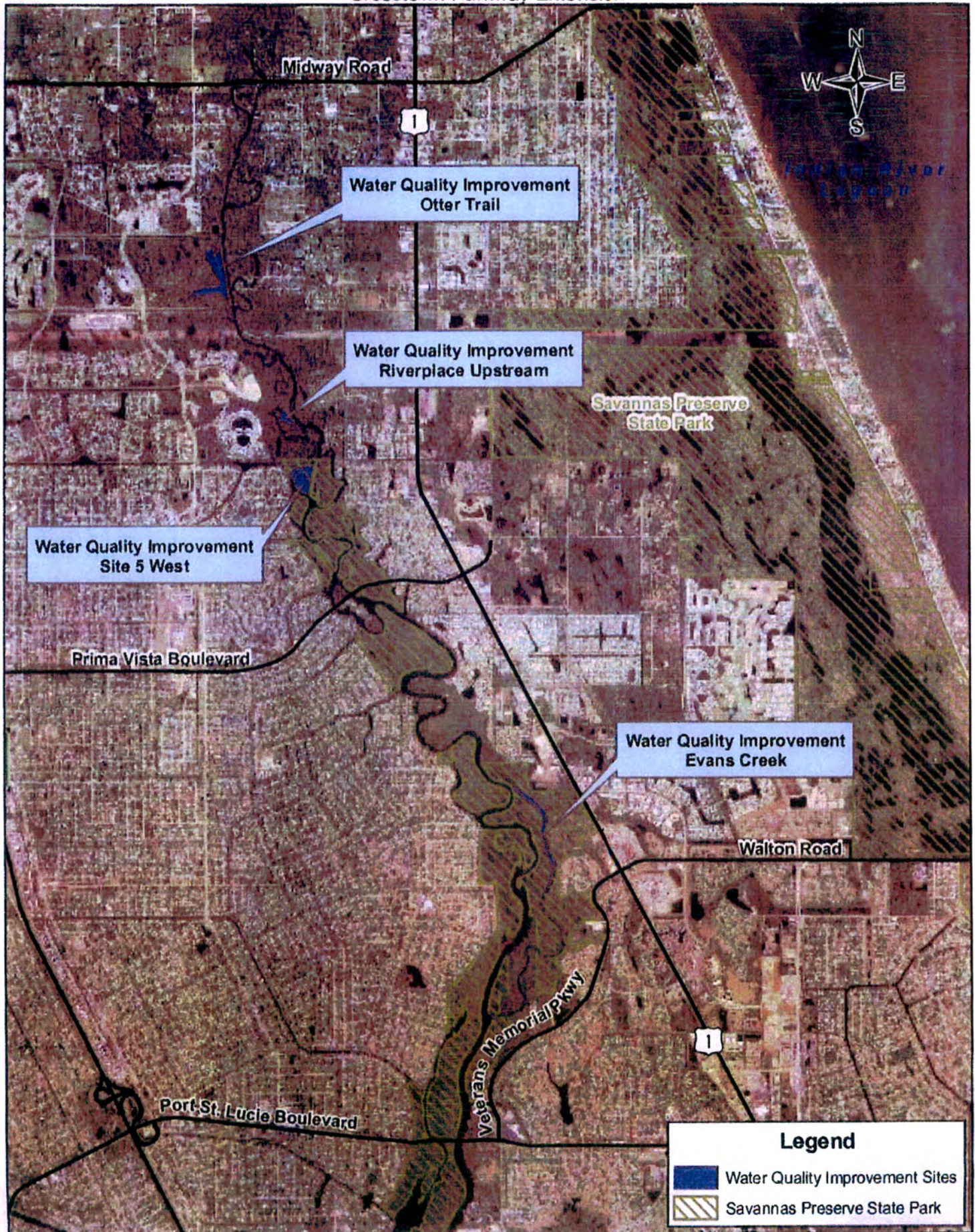


Exhibit "B", Page 2 of 2

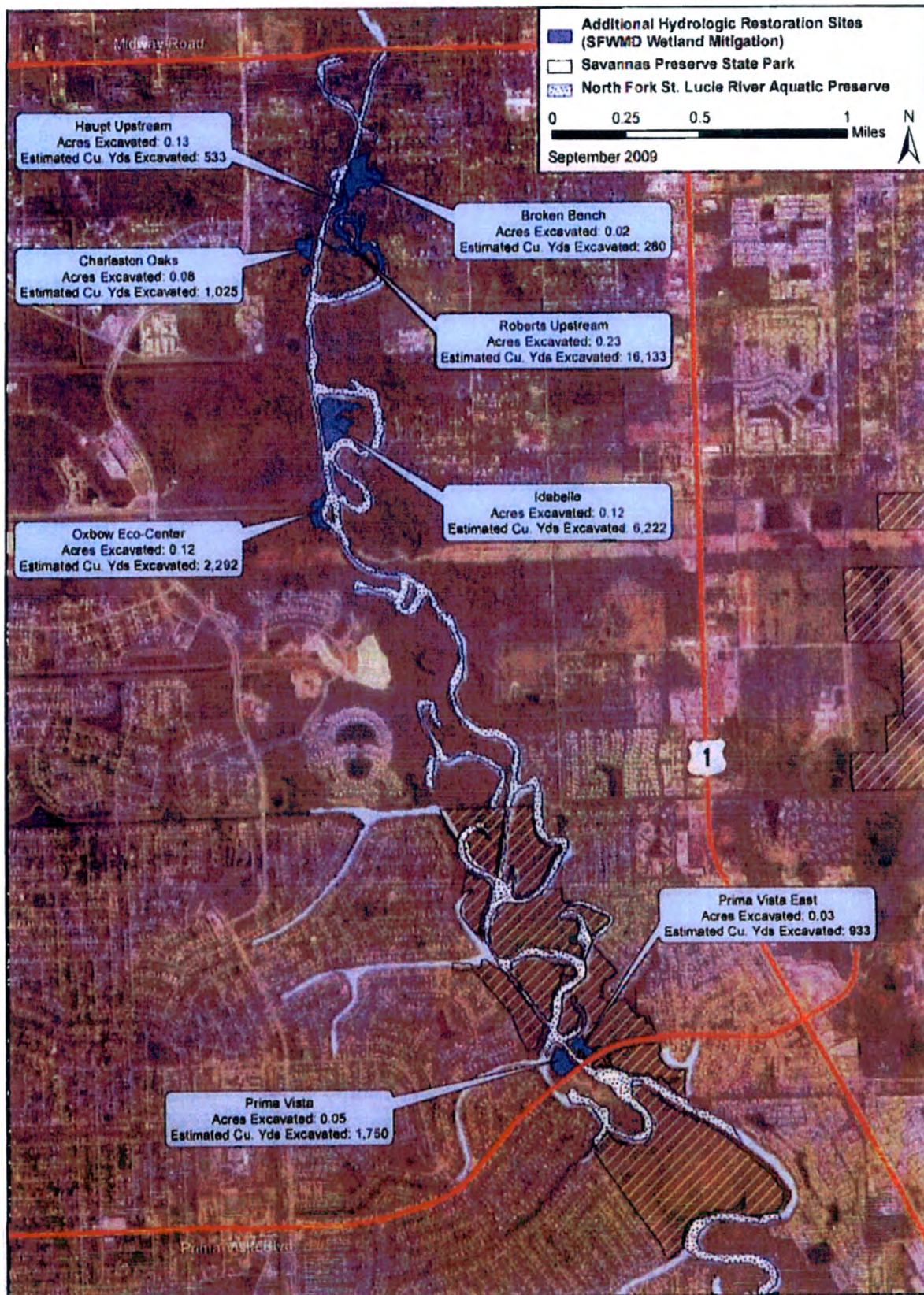
Crosstown Parkway Aquatic Preserve Mitigation and Public Interest Projects

Hydrologic Restoration Site	Land Owner	Acres Excavated	Open Water Acres Improved	Wetland Acres Reconnected	Estimated Cubic Yards Excavated
Evans Creek	Board of Trustees	2.26*	18.68	0.00	20,000
Site 5 West	Board of Trustees	0.13	1.83	9.74	3,667
Riverplace Upstream	River Place on the St. Lucie CDD	0.74	1.65	3.83	10,000
Otter Trail	SFWMD & City of Port St. Lucie	0.10	0.00	14.48	15,777
	Total	3.23	22.16	28.05	49,444.00

* Denotes Acres Dredged

Exhibit "C", Page 1 of 2

Florida Department of Environmental Protection Recommended Non-Proprietary Wetland Mitigation Options for Port St. Lucie's Proposed Crosstown Parkway Extension Project



Aquatic Preserves include all the state-owned submerged lands within their boundaries. This map is not intended for use in determination of wetlands or land ownership. Map produced by the Southeast Florida Aquatic Preserves Field Office, 3300 Lewis St., Ft. Pierce, Florida (772) 429-2995.

Exhibit "C", Page 2 of 2

Crosstown Parkway Non-Proprietary Wetland Mitigation Project Recommendations

Hydrologic Restoration Site	Land Owner	Acres Excavated	Open Water Acres Improved	Wetland Acres Reconnected	Estimated Cubic Yards Excavated
Broken Bench	Private with Confidential Listing	0.02	0.00	7.41	280
Haupt Upstream	Board of Trustees	0.13*	1.17	0.00	533
Roberts Upstream	Justine P. Roberts (Roberts Tree Farm) and Board of Trustees	0.23	5.35	0.00	16,133
Charleston Oaks	J. Hal Roberts Jr. & Janice P. Roberts and James P. Terpening, Jr. & Sherry Terpening	0.08	0.00	2.21	1,025
Idabelle	St. Lucie County	0.12	0.00	7.56	6,222
Oxbow Eco-Center	Port St. Lucie (west) and SFWMD (east) and Board of Trustees (SSL)	0.12	1.05	1.26	2,292
Prima Vista	St. Lucie County & Trust for Public Land	0.05	0.00	2.98	1,750
Prima Vista East	Board of Trustees	0.03	0.00	1.70	933
	Total	0.78	7.57	23.12	29,168.00

* Denotes Acres Dredged

Exhibit "D"
Proprietary Mitigation Land Acquisition Sites
Crosstown Parkway Extension

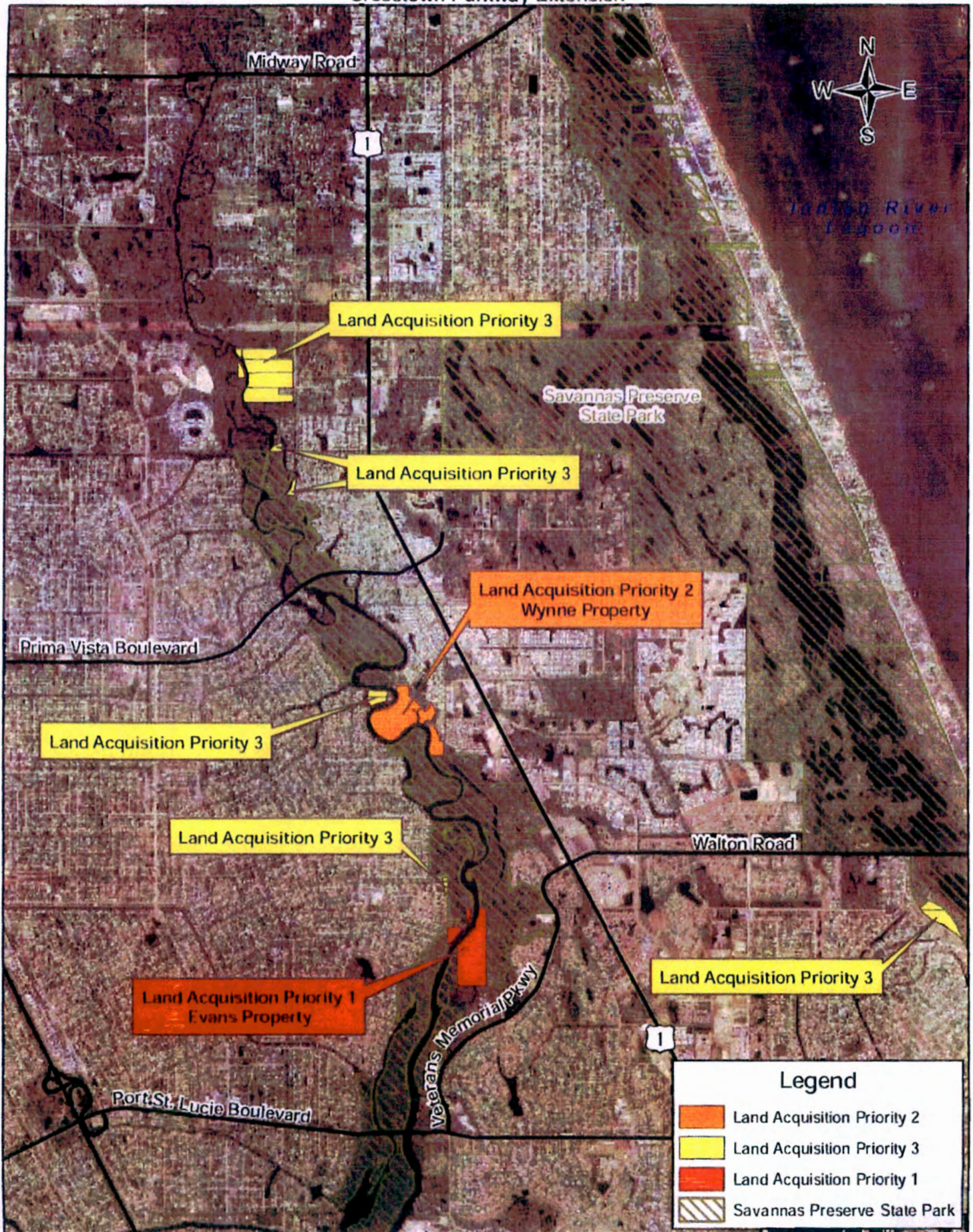
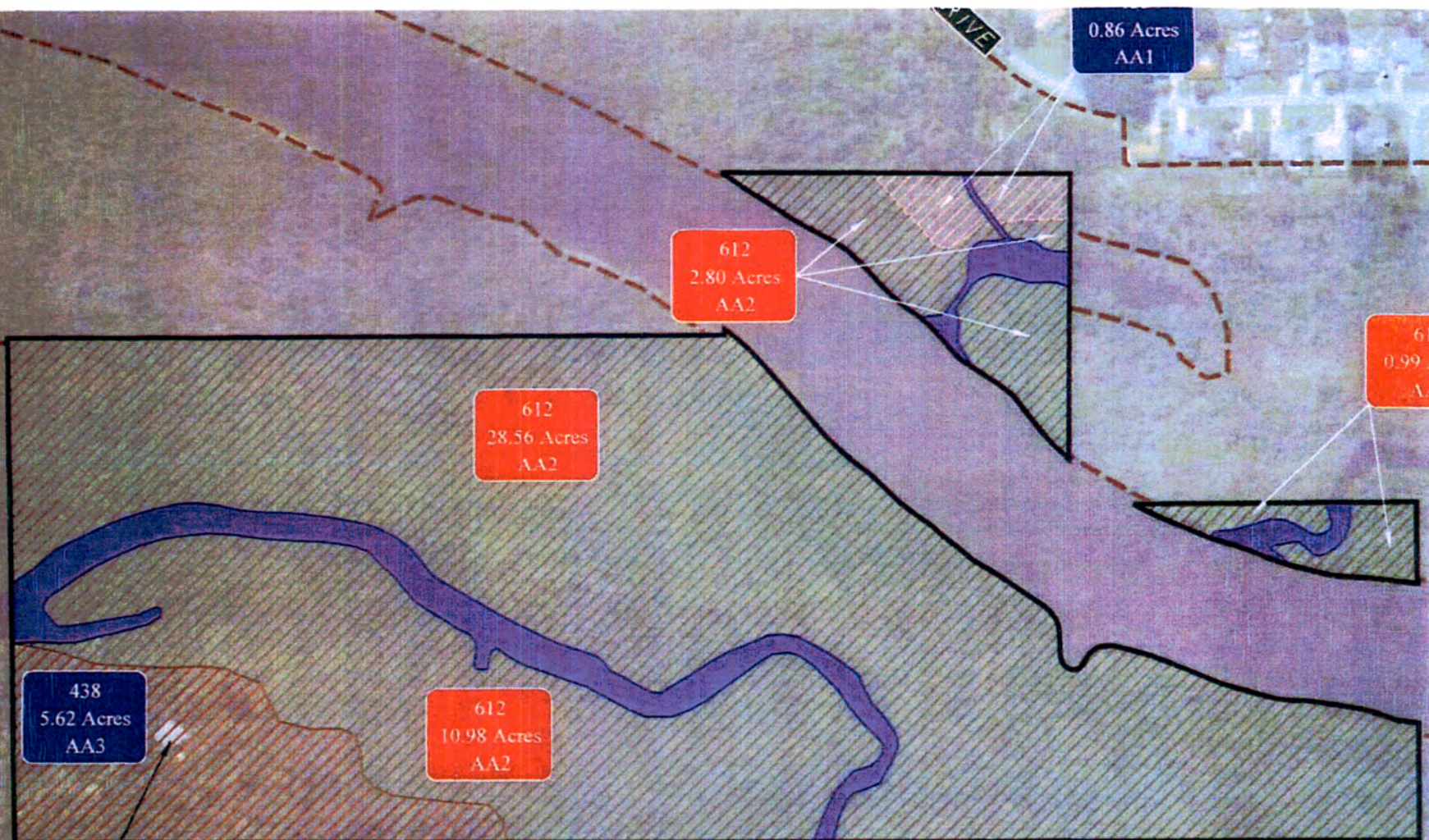


Exhibit "E"



Residence

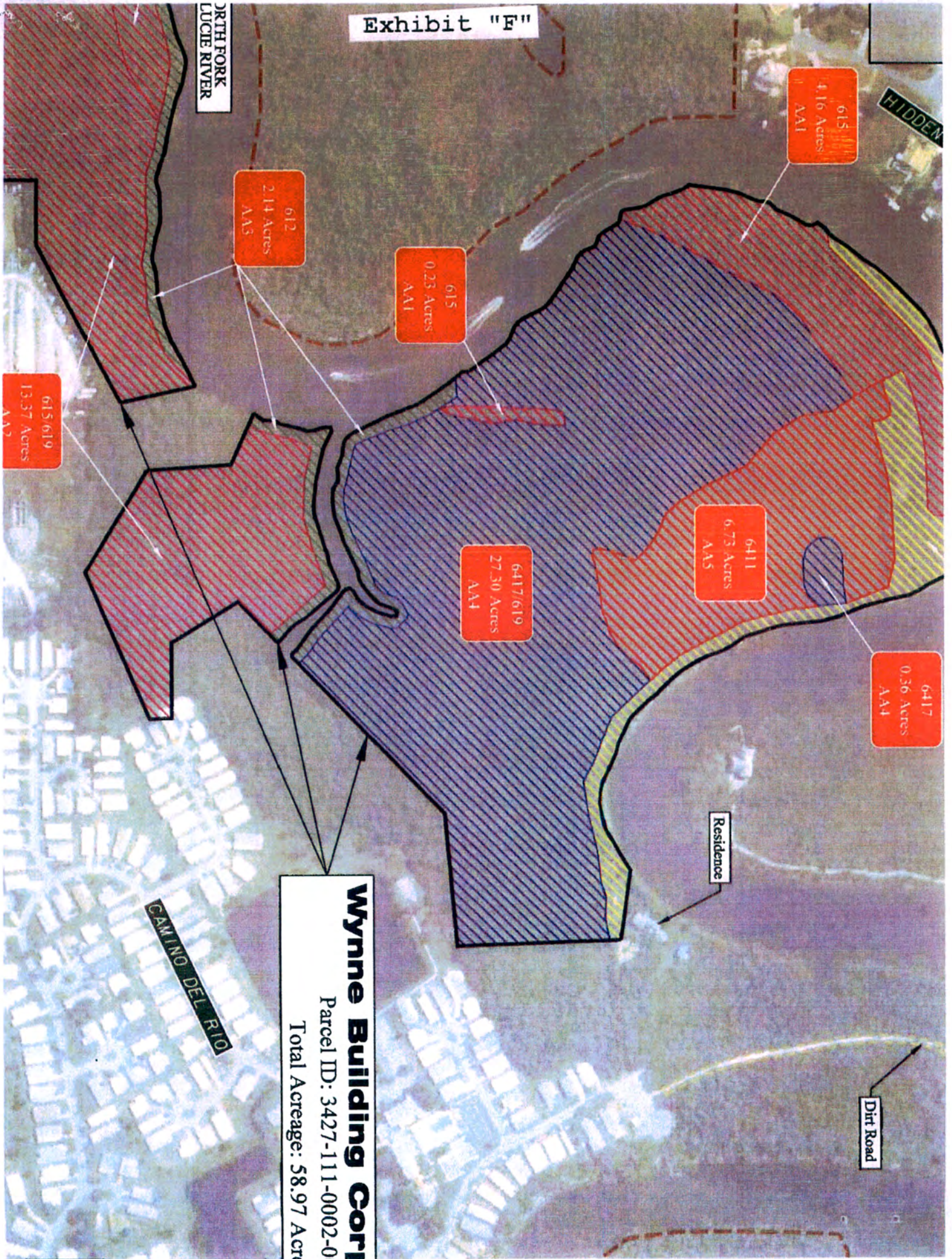
Evans Property

Parcel ID: 3414-501-4005-000-1

Total Acreage: 49.81 Acres

de
Area

Exhibit "F"



Wynne Building Corp

Parcel ID: 3427-111-0002-01

Total Acreage: 58.97 Acres



Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Charlie Crist
Governor

Jeff Kottkamp
Lt. Governor

Michael W. Sole
Secretary

May 29, 2009

Via Electronic Mail

Mr. Walter B. England, P. E.
City Engineer
City of Port St. Lucie
121 S. W. Port St. Lucie Blvd.
Port St. Lucie, FL 34984-5099

RE: Crosstown Parkway Extension
Mitigation for Impacts to State Lands

Dear Mr. England:

The Department would like to respond to your letter to Bob Ballard and me dated April 6, 2009. For your convenience, our comments will generally follow the order mentioned in your letter. As the City continues to refine information upon which the environmental impact statement and conceptual environmental resource permit will be based, the Department remains committed to providing the City with resource information and technical assistance.

As noted in your letter, the City of Port St. Lucie (City) is currently engaged in two ongoing efforts related to the construction of a third east-west crossing of the North Fork St. Lucie River:

- Compliance with the requirements of the National Environmental Policy Act (NEPA) and the directives of the Federal Highway Administration (FHWA), which include preparation of an environmental impact statement (EIS), and
- Obtaining a conceptual environmental resource permit (ERP) from the South Florida Water Management District (SFWMD or District).

As noted in your letter, the final bridge alignment will be determined through the NEPA process, and the City anticipates submitting a draft environmental impact statement to FHWA and the Florida State Clearinghouse for review by the end of 2009 or early 2010.

Mr. Walter B. England
City of Port St. Lucie
Page 2 of 2
May 29, 2009

The amount and location of "regulatory" mitigation required to offset environmental impacts of the project (*i.e.*, adverse impacts to wetlands and other surface waters) will be determined by the SFWMD during the conceptual permitting process. The City's application for authorization to use state-owned (sovereignty) submerged lands will also be processed by the District, concurrent with the conceptual ERP application. The final determination regarding use of state-owned lands (whether submerged or uplands) will be made by the Governor and Cabinet, sitting as the Board of Trustees of the Internal Improvement Trust Fund (the Board of Trustees).

The parties have also used the word "mitigation" to describe compensation that the City would have to pay to the state for converting the use of public lands to other uses, such as removing the public's access to and use of state-owned recreation lands that may be required for construction of the bridge. For purposes of clarity, the Department will hereafter use the phrase "proprietary mitigation" to describe potential actions or acquisitions that the City could provide to offset its proposed use of state-owned lands.

As mentioned above, the Board of Trustees will determine whether the City's proposed use of state-owned lands meets the requirements of law and, if so, the amount and location of proprietary mitigation required from the City.

With those distinctions in mind, the Department wishes to clarify the following statements contained in the first paragraph on page two of your April 6th letter:

Once all of the agencies agree on a mitigation plan for the impacts to state lands, this mitigation plan would be committed to by the City. If a build alternative is selected as the preferred alternative, the City would anticipate DEP's support for the issuance of the necessary easement to construct the preferred corridor alternative.

The phrase "mitigation plan for the impacts to state lands" refers only to the *proprietary* mitigation requirements for the project's conversion of state lands. It does not include *regulatory* mitigation required to offset environmental impacts. The City should prepare a proprietary mitigation plan for each alignment, because the acquisition or restoration projects to be used as proprietary mitigation should be tailored to the particular resources impacted by that alignment and located within the same management area.

Regarding the second statement, the Division of State Lands - as staff to the Acquisition and Restoration Council (ARC) and to the Board of Trustees - will gather information about the lease or easement being requested and provide it to those bodies. At this time, the Department has not yet been provided with all the information necessary to support the issuance or denial of an easement or lease of state-owned lands.

Mr. Walter B. England
City of Port St. Lucie
Page 3 of 3
May 29, 2009

The Bureau of Coastal and Aquatic Managed Areas (CAMA) has submitted a draft management plan for the North Fork St. Lucie River Aquatic Preserve to ARC staff for review; the draft plan will be presented to the ARC at its June meeting. A paper copy of the proposed management plan (dated April 9, 2009) was provided to the City in early April, receipt of which was acknowledged by the City at the April 16th monthly team meeting. The draft plan is also available at http://www.dep.state.fl.us/coastal/downloads/management_plans/aquatic/NorthFork_Draft_090409.pdf.

The City has asked the Department to provide a list of prioritized acquisition and restoration projects that could serve as potential proprietary mitigation sites for impacts to state lands. Attached please find a map depicting the location and ranking of three land acquisition "packages," as well as four of the highest priority hydrologic restoration sites within the North Fork St. Lucie River Aquatic Preserve. Detailed information collected at each of the four restoration sites (including photographs, LiDAR images and copies of field datasheets) is available from the Southeast Florida Aquatic Preserves Field Office upon request.

Of the three land acquisition packages, the highest priority is the Evans parcel, together with a small adjacent parcel to the south. The second land acquisition priority is the Wynne parcel, and the third is comprised of several smaller parcels that, collectively, would be as beneficial to the Department as the larger "cornerstone" parcels (colored orange on the attached map).

Although three land acquisition packages and four hydrologic restoration projects have been suggested by the Department, the City may be responsible for the purchase of additional parcels or for completing more than one hydrologic restoration project. The SFWMD has stated that the City will be responsible for mitigating the worst-case resource impact scenario as determined by data supplied for the conceptual permit, regardless of the corridor alignment chosen through the EIS process.

In addition to land acquisition and hydrologic restoration, the Department also requires removal of all non-native vegetation on parcels the City acquires as part of a proprietary mitigation plan. Each parcel acquired must be maintained in its enhanced state until the official transfer of management authority to the Savannas Preserve State Park.

With regard to the list of potential proprietary mitigation sites submitted with the City's letter, Department staff evaluated the location of the identified parcels, as well as other properties in the area that would facilitate natural resource protection and management. Sites that appear to be suitable for proprietary mitigation are shown on the attached map.

Exhibit "G", Page 4 of 5

Mr. Walter B. England
City of Port St. Lucie
Page 4 of 4
May 29, 2009

The following additional information is needed for each of the potential proprietary mitigation sites identified by the City's consultants in the April 6th letter:

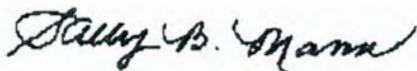
1. Total acreage of the parcel;
2. Delineation and calculated area of each natural area type;
3. Delineation, identification, and calculated area of non-native species; and
4. Identification and abundance of listed species located onsite.

Upon submission of that information, staff will ground-truth the parcels to confirm the information provided by the consultants and provide follow-up requests for any additional information that may be necessary.

The Division of State Lands does not have "a list of preferred restoration and enhancement projects" within the Savannas Preserve State Park or a "formula for determining secondary effects to state lands and for determining mitigation required for direct impacts to state lands."

Should you have any questions or require additional information, please do not hesitate to contact Deputy Secretary Ballard or me.

Best regards,

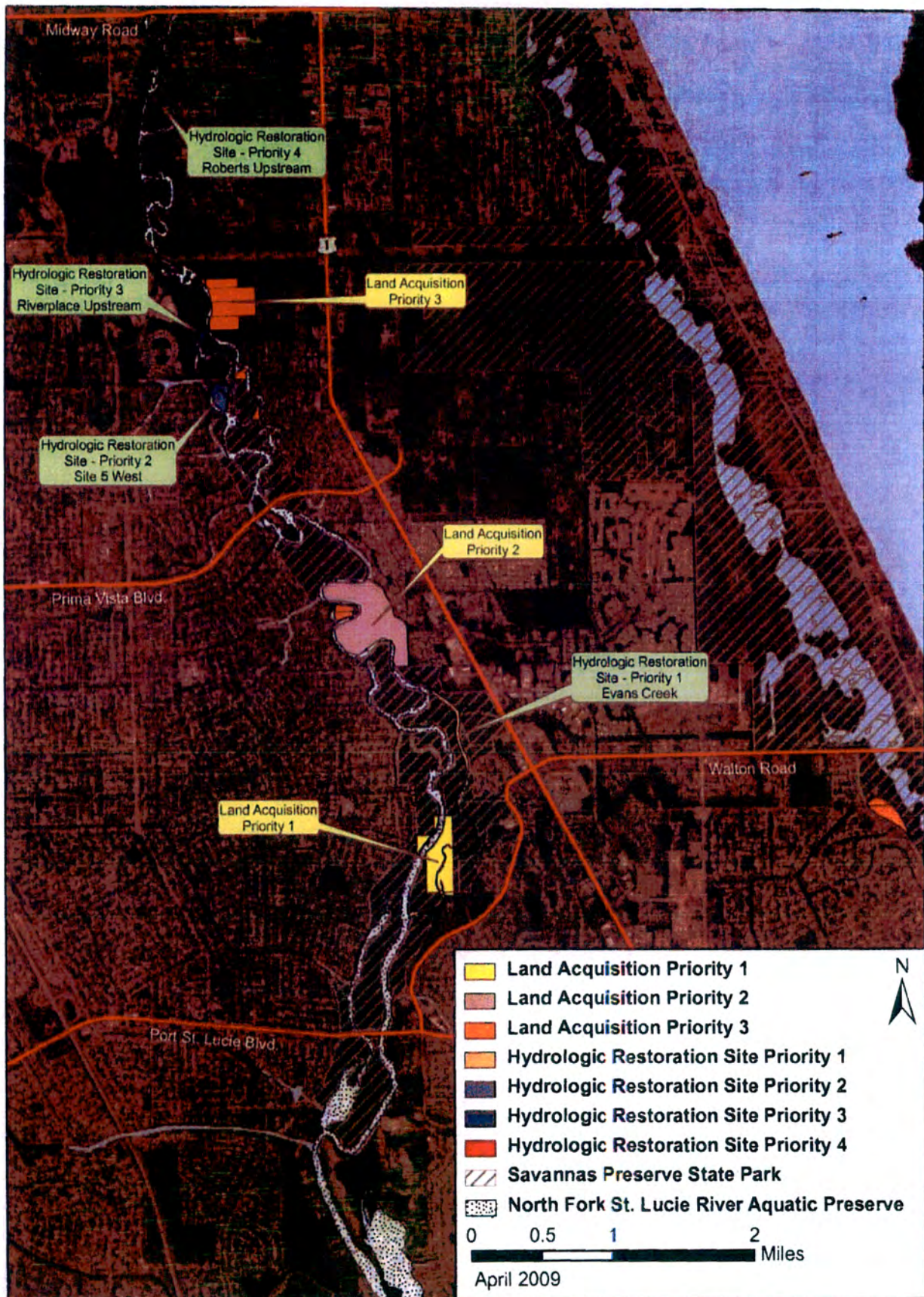


Sally B. Mann, Director
Office of Intergovernmental Programs

Enclosure

cc: Bob Ballard, Deputy Secretary for Lands and Recreation
Lee Edmiston, Director, Office of Coastal and Aquatic Managed Areas
Greg Brock, Division of State Lands
Albert Gregory, Office of Park Planning
Scott Woolam, Public Land Administration
Lauren Milligan, Office of Intergovernmental Programs
Laura Herran, North Fork St. Lucie River Aquatic Preserve
Dan Griffin, Savannas Preserve State Park
Paul Rice, Savannas Preserve State Park
Mindy Parrott, South Florida Water Management District

Florida Department of Environmental Protection Recommended Proprietary Mitigation Options for Port St. Lucie's Proposed Crosstown Parkway Extension Project



Crosstown Parkway Mitigation Project, Greenways and Trails

Provided by the *FDEP Office of Greenways & Trails* and staff of the *St. Lucie Urban Area Transportation Planning Organization*

Project Name

Savannas Recreation Area Trail

Project Location

Within Savannas Recreation Area (county owned park), between Savannah Road and Midway Road

Project Description

Paved multi-use trail (approximately 2.5 miles long) with 5 recreational bridges

Connectivity/Recreational Benefit

State and National: This multi-use trail is within Florida's planned Statewide Multi-Use Trail Network and will also serve as a segment within the East Coast Greenway, a multi-state trail that connects Calais, Maine to Key West, Florida

Local: The trail is a segment of the St. Lucie North-South Trail which connects to the Green River Parkway Trail

Estimated Cost for Construction

Paved trail based on approximately 2.5 miles x minimum 10 ft width = \$500,000 to \$750,000

5 recreational bridges/boardwalk based on 750 linear feet x 10 ft width = \$300,000 to \$375,000

Project Construction Total = Ranging from \$800,000 to \$1.125 million



Exhibit "I", Page 1 of 2

Port St. Lucie Crosstown Parkway
Potential Net Benefit Projects

Halpatiokee Canoe Access Replacement

Estimated Cost*

- Canoe/kayak launch
- Boardwalk (10 ft. x 200 ft.)
- Pavilion
- Restroom
- Interpretive kiosk
- Paved parking (20 vehicles)
- Paved road (0.25 mi.)
- Road signs

Subtotal \$430,000

Improvements to Existing Savannas Preserve State Park Education Center

Education Center Improvements

- Boardwalk to marsh (6 ft. x 200 ft.)
w/ observation platform
(replaces natural surface path for
improved accessibility) \$66,000
- Classroom and laboratory addition
to support existing demand for K-12 classes
with equipment and exhibits \$700,000

Subtotal \$766,000

Improvements to Savannas Preserve State Park Canoe/Kayak Launch

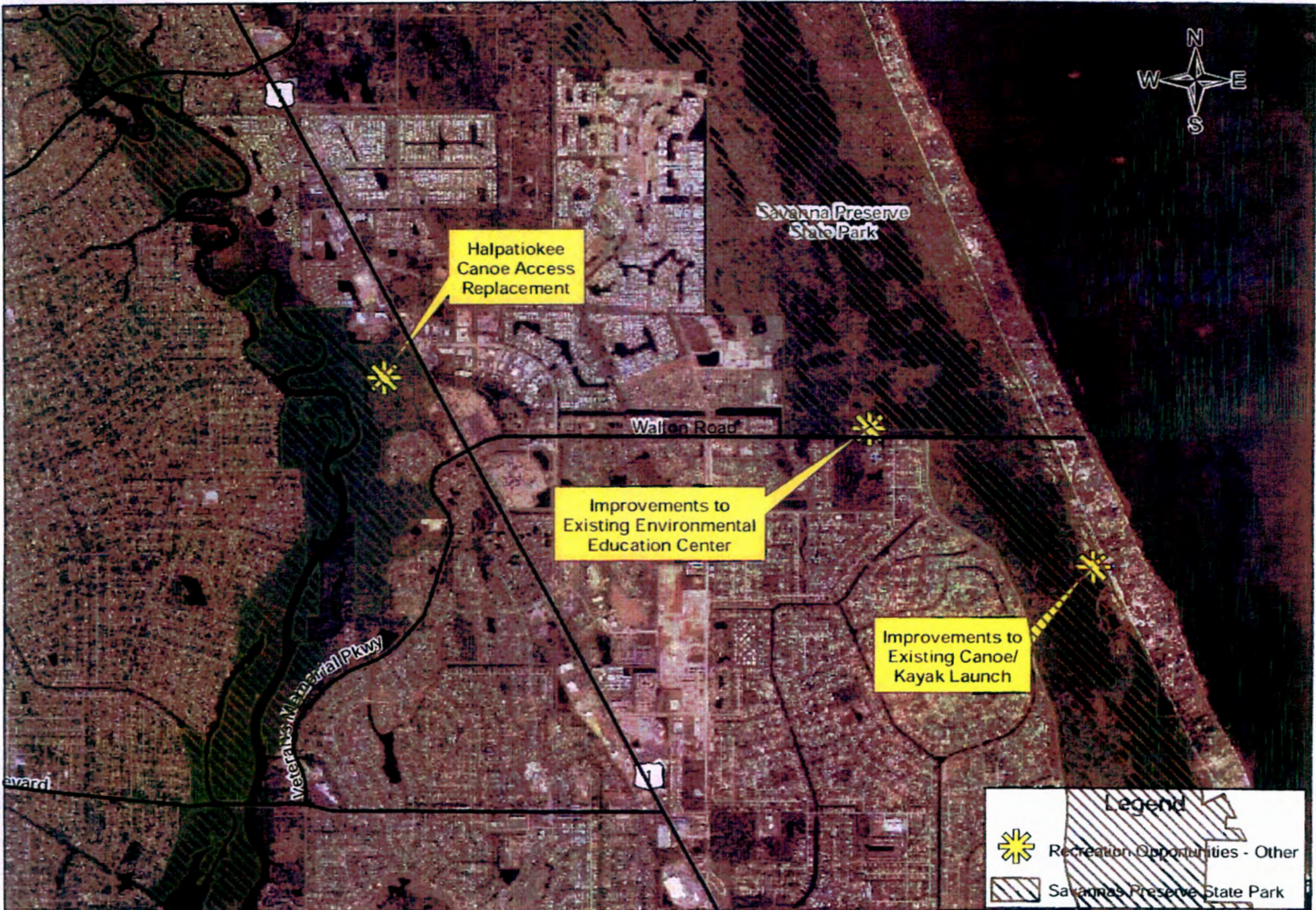
- Canoe/kayak launch road, parking, composting
restroom, roadside information and entrance signs

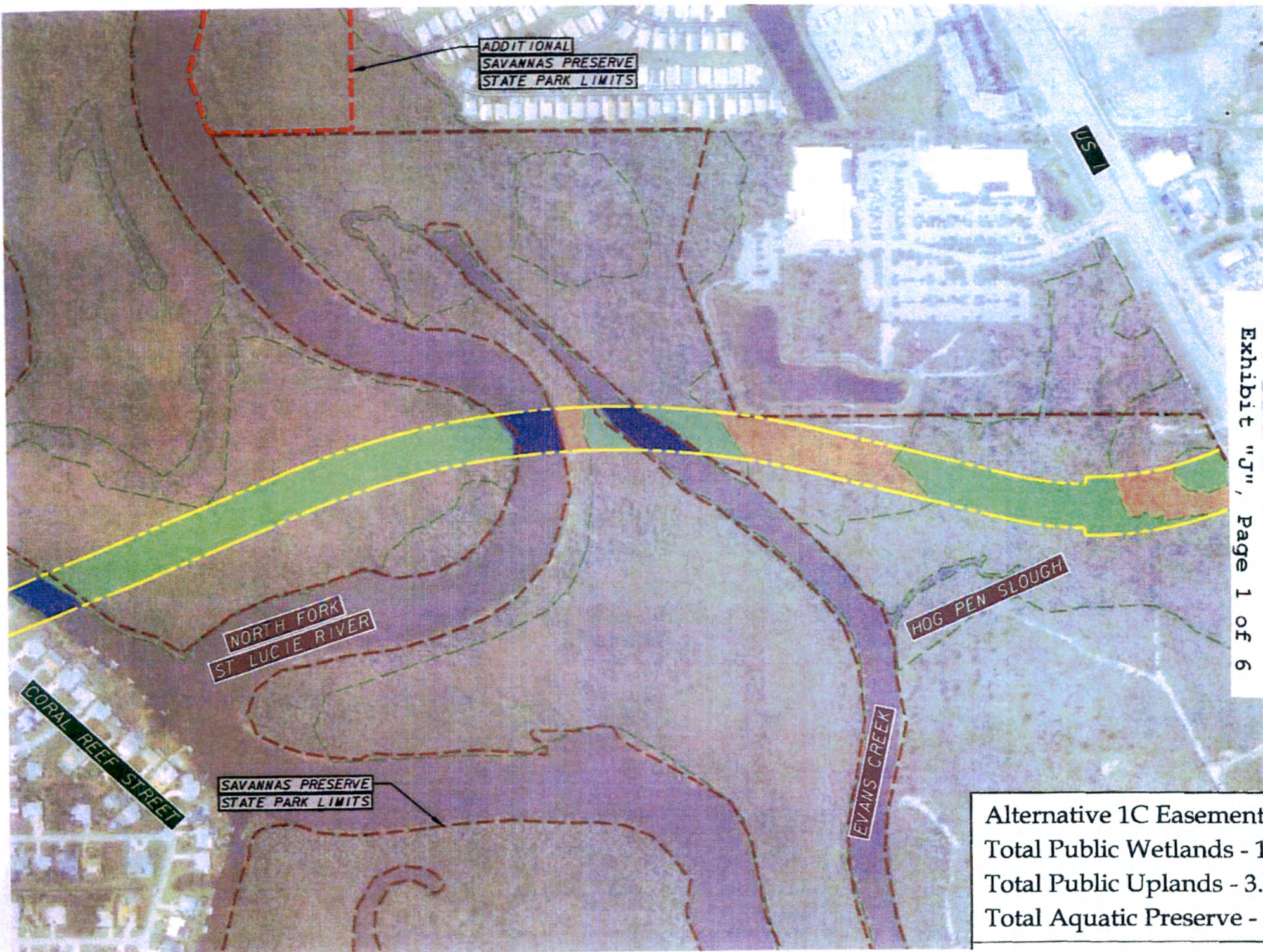
Subtotal \$265,000

Total \$1,461,000

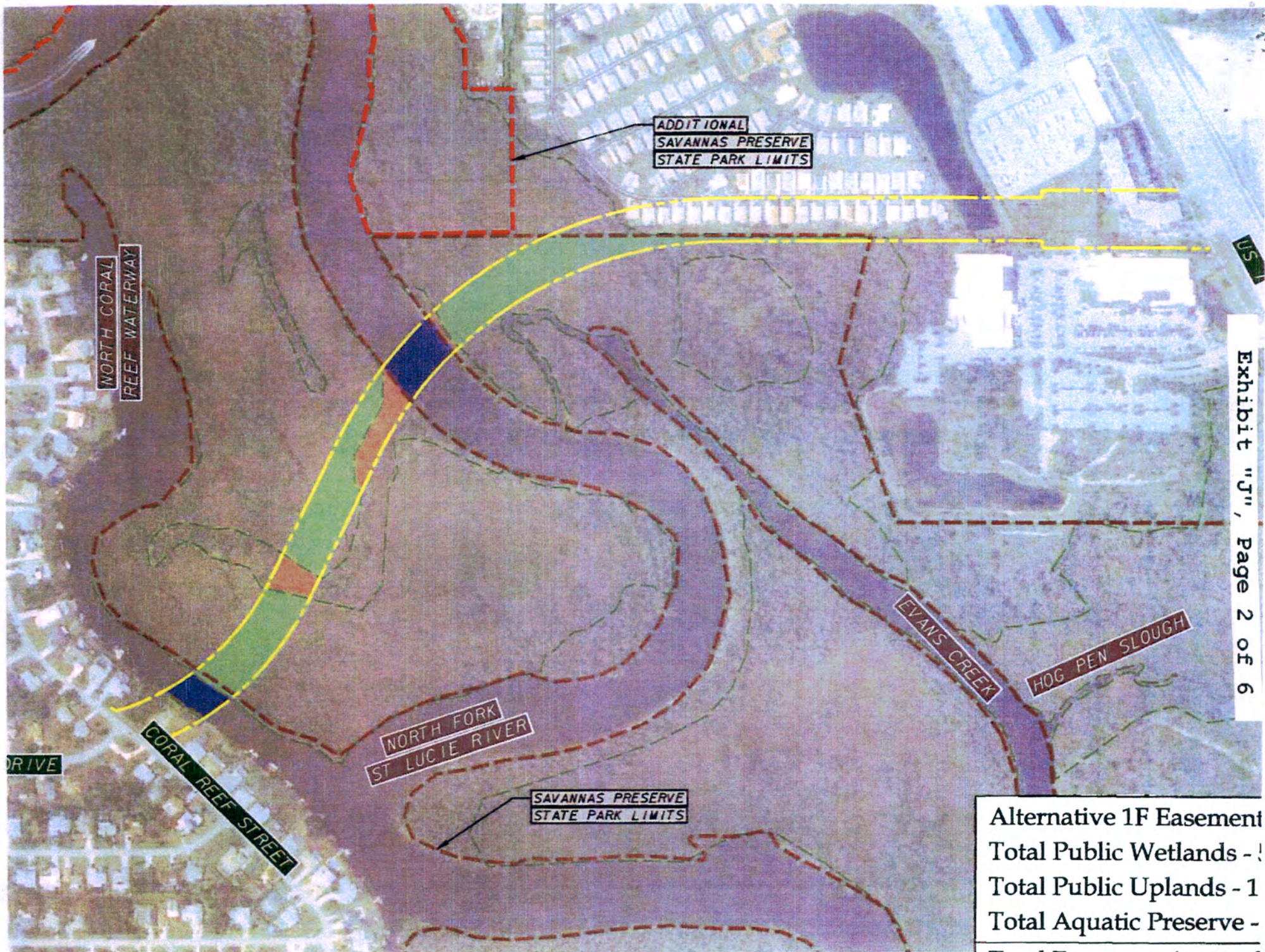
* Includes standard cost plus design and permitting costs and contingency

Exhibit "I", Page 2 of 2
Proprietary Mitigation Recreational Opportunities - Other
Crosstown Parkway Extension



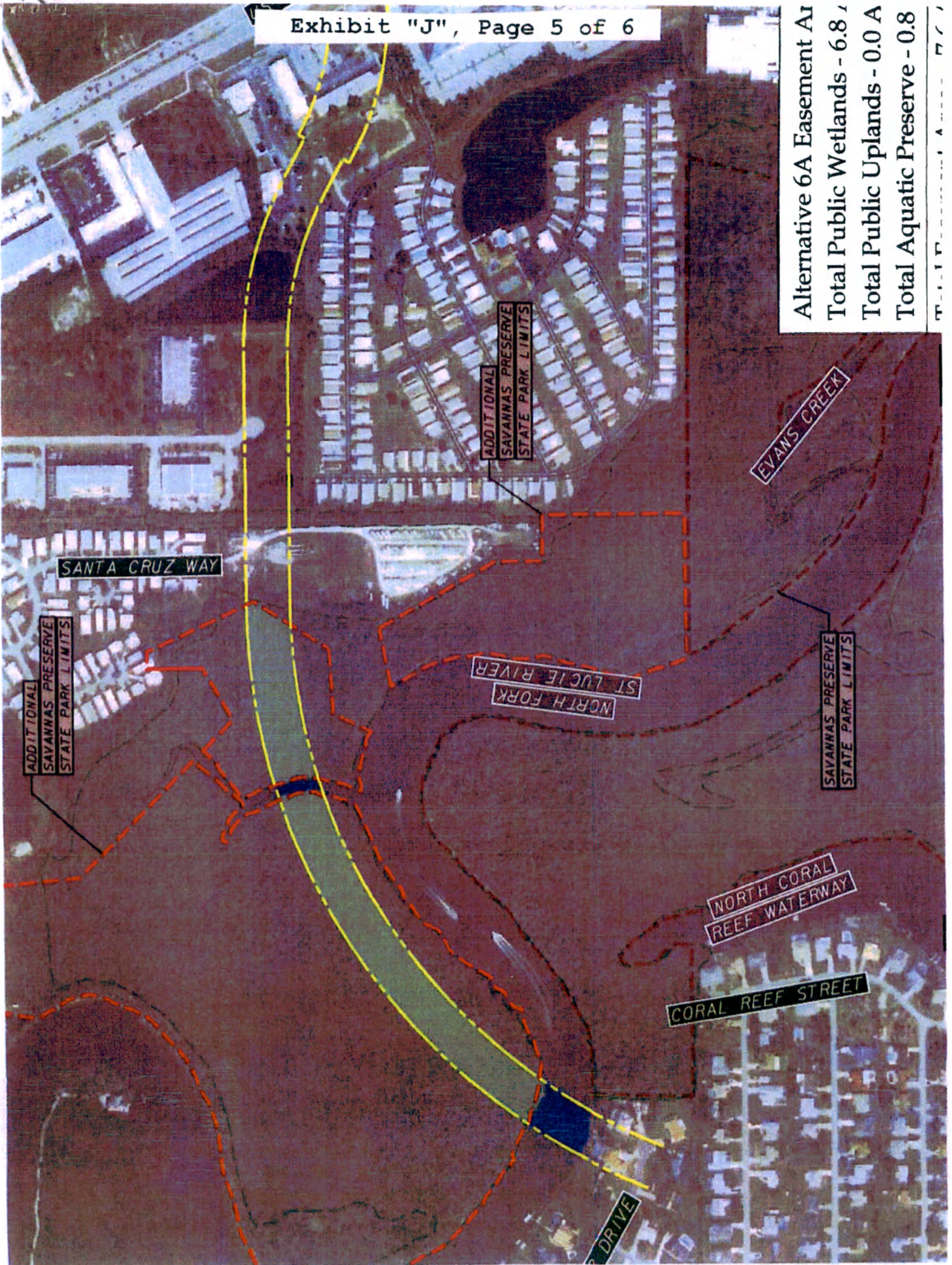


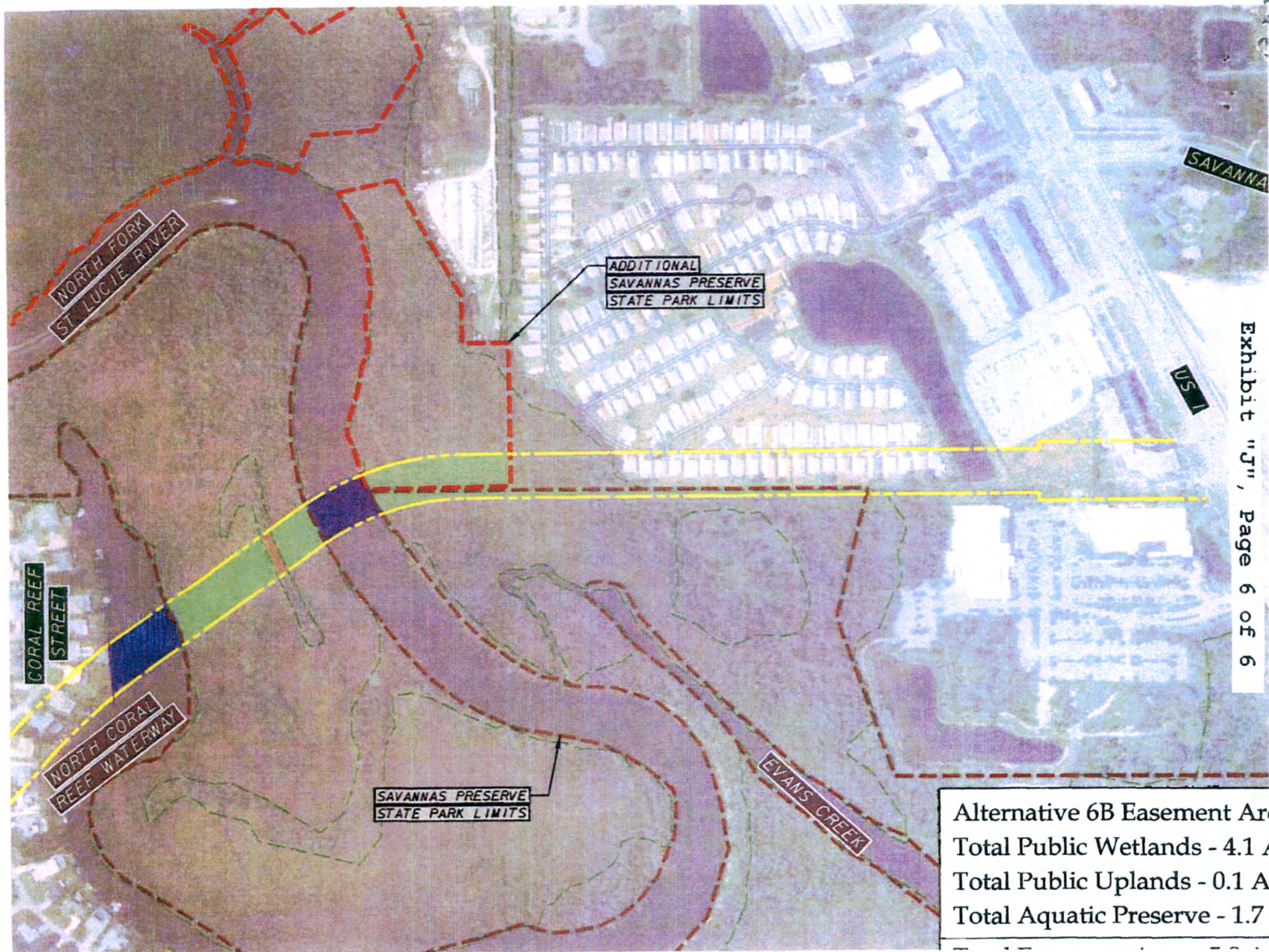
Alternative 1C Easement
Total Public Wetlands - 1
Total Public Uplands - 3.
Total Aquatic Preserve -



Alternative 1F Easement
Total Public Wetlands -
Total Public Uplands - 1
Total Aquatic Preserve -

Alternative 6A Easement Air
Total Public Wetlands - 6.8
Total Public Uplands - 0.0 A
Total Aquatic Preserve - 0.8





Alternative 6B Easement Area
Total Public Wetlands - 4.1 A
Total Public Uplands - 0.1 A
Total Aquatic Preserve - 1.7

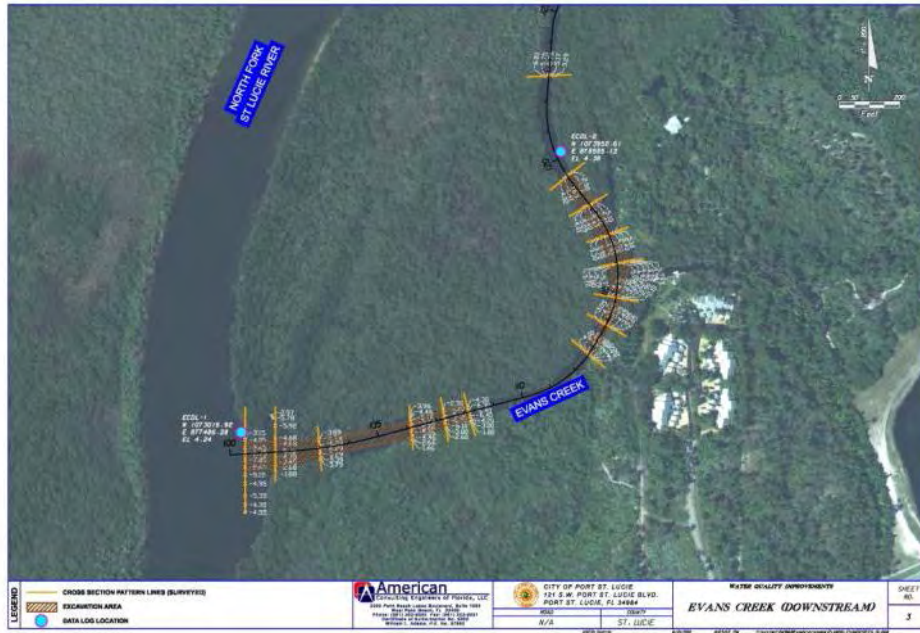
ATTACHMENT D

*Proprietary Mitigation
Concept Plan
Water Quality Projects*

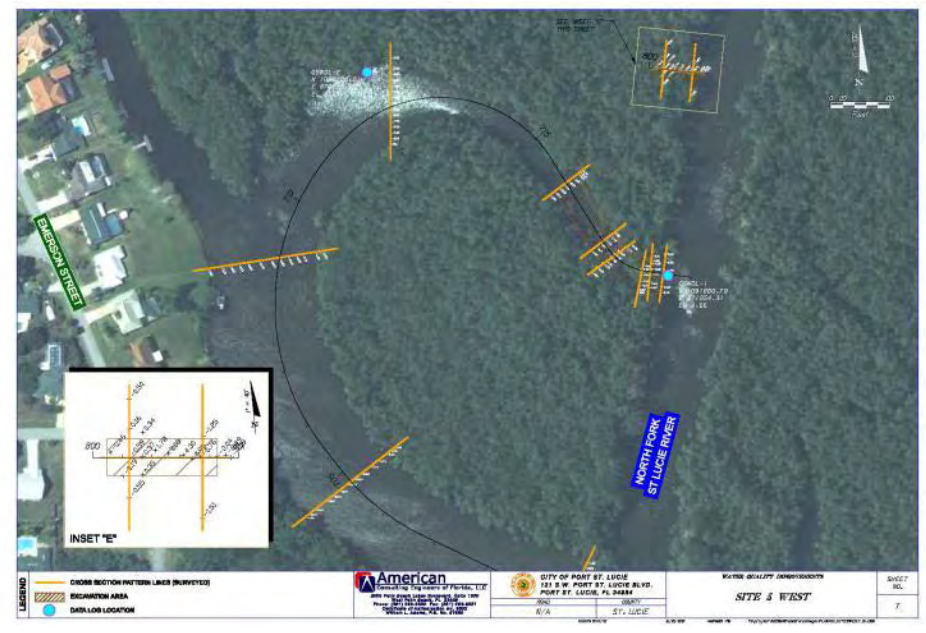
Evans Creek, Site 5 West, River Place Upstream, and Otter Trail

Water Quality Improvements

Evans Creek



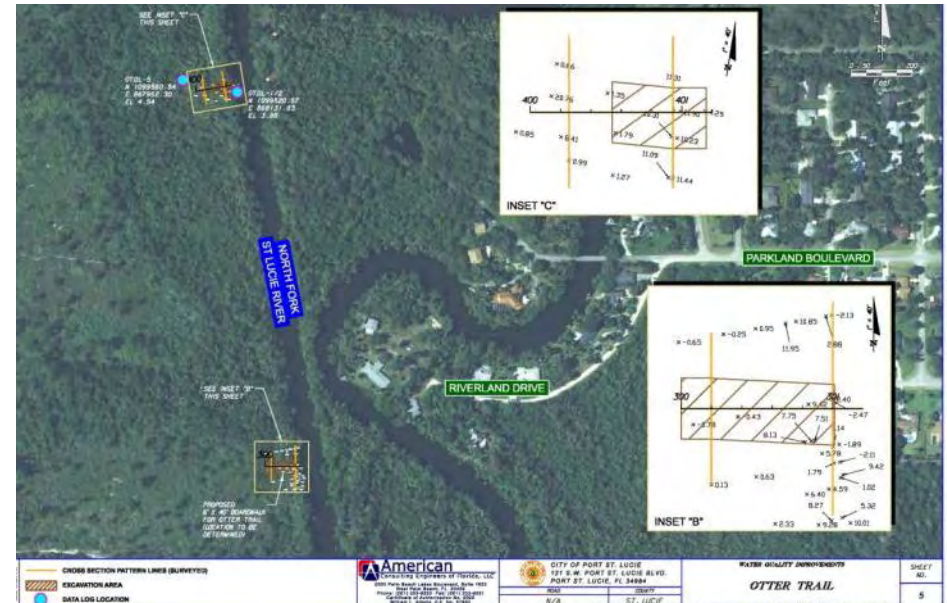
Site 5 West



River Place Upstream



Otter Trail



ATTACHMENT E

*Proprietary Mitigation
Conceptual Plan
Property Conveyance*



Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Rick Scott
Governor

Jennifer Carroll
Lt. Governor

Herschel T. Vinyard Jr.
Secretary

May 25, 2012

Mr. Gregory J. Oravec
City Manager
City of Port St. Lucie
121 S.W. Port St. Lucie Boulevard
Port St. Lucie, FL 34984-5099

Re: Crosstown Parkway Extension\North Fork of the St. Lucie River\Memorandum of
Understanding\Acquisition Mitigation

Dear Mr. Oravec:

Thank you for your letter dated April 16, 2012, proposing additional lands for the land acquisition requirements of the Memorandum of Understanding (MOU), between the City and the Department of Environmental Protection (DEP) on the referenced project. We understand the need for the acquisition list to be expanded in order to meet all of the mitigation requirements and would like to congratulate the City on its success to date on this project.

DEP's Division of Recreation and Parks (DRP) and the Office of Coastal and Aquatic Managed Areas (CAMA) have completed their review of the City's amended list of parcels proposed for title conveyance to the Board of Trustees of the Internal Improvement Fund of the State of Florida (Board of Trustees) as part of the City's mitigation requirements and have no objections. The parcels, consisting of approximately 108.15 acres slated for transfer to Board of Trustees, will satisfy the land acquisition part of the mitigation requirement under the MOU.

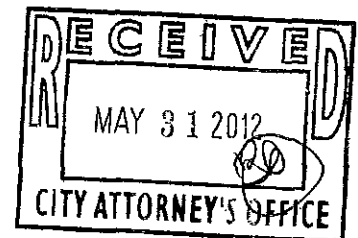
Thank you for the City's continued effort in seeing this project to a successful end. Should you have any questions, please feel free to contact Delbert Harvey by telephone at (850)245-2796 or email at Delbert.Harvey@dep.state.fl.us

Sincerely,

Scott E. Woolam
Bureau Chief
Division of State Lands
Bureau of Public Land Administration

DH\dh

cc: Al Gregory, Bureau Chief, DRP
Lauren Milligan, Environmental Manager, Florida State Clearinghouse
Lynda Godfrey, Bureau Chief, Bureau of Land Acquisition
Larry Nall, Environmental Administrator, Office of Coastal and Aquatic Managed Areas
Patricia Roebbing, P.E., City Engineer
Azlina Goldstein Siegel, Assistant City Attorney





CITY OF PORT ST. LUCIE

.....
"A CITY FOR ALL AGES"

April 16, 2012

VIA U.S. MAIL AND EMAIL: Delbert.Harvey@dep.state.fl.us

Delbert Harvey
c/o BUREAU OF PUBLIC LAND ADMINISTRATION
DEPARTMENT OF ENVIRONMENTAL PROTECTION
3900 Commonwealth Boulevard, MS #130
Tallahassee, Florida 32399-3000

Re: Crosstown Parkway Ext. Project – Bridge Crossing of the North Fork of the St. Lucie River
/MOU with DEP – Other Potential Property for Proprietary Mitigation

Dear Mr. Harvey:

As you are aware, the City of Port St. Lucie is continuing its progress towards the satisfaction of the various mitigation requirements pursuant to the Memorandum of Understanding (MOU), dated April 26, 2010, between the City and DEP so that the City may obtain an easement to cross State-owned uplands and/or sovereignty lands for the Crosstown Parkway Extension Project. The City has already acquired the Evans parcel that will be used for proprietary mitigation, which consists of approximately 49.81 acres. Therefore, pursuant to the MOU, the City needed to identify approximately 60 +/- additional acres to satisfy the proprietary mitigation land acquisition requirement concerning the conveyance of approximately 110 acres to the State.

In response to DEP's recent identification of some new parcels that may serve to satisfy the above-described land acquisition requirement, City Staff evaluated those parcels and presented their recommendation to City Council on March 26, 2012 (see Agenda Item 13(c)). Enclosed for your ease of review and reference are copies of the City Staff's transmittal memo, PowerPoint presentation¹ and the Action Agenda. City Staff's request to proceed with presenting to DEP a revised list of parcels to use for proprietary mitigation lands was unanimously approved by City Council. This action identified approximately 49.49 acres of City-owned property; together with the Evans Parcel, this represents about 99.3 acres of land that is currently owned by the City and immediately available for use as proprietary mitigation. The City is also prepared to acquire

¹ Please note that on Page 8 of the PowerPoint presentation there is a typo on the legal description of the Strawberry Drive Lots as the lots are located within Port St. Lucie Section 10, not Section 18.

an 8+/- acre portion of the property owned by the Florida Conference Association of Seventh-Day Adventists (hereinafter referred to as the "Church Parcel") and a 0.85-acre property known as the Sory Parcel to satisfy the requirements of the MOU.

Below is a summary of the properties offered as proprietary mitigation lands:

PROPOSED PROPRIETARY MITIGATION LANDS	NUMBER OF ACRES
<u>City-owned Properties</u>	
Emerson Street Park Parcel	2.83 ac
Bywood Avenue Lots	1.08 ac
Crowberry Drive Lots	3.73 ac
Green River Parcel	15.50 ac
"Riverwalk" Parcels	25.50 ac
Parcel for Connectivity between State Lands to River	0.85 ac
Subtotal = 49.49 ac	
<u>Properties To Be Acquired</u>	
Sory Parcel	0.85 ac
Church Parcel	8.0 ac
Subtotal = 8.85 ac	
<u>Properties Acquired</u>	
Evans Parcel	49.81 ac
Subtotal = 49.81 ac	
Total Proposed Acreage To Convey To DEP Pursuant To The MOU = 108.15 ac	

The Bywood Avenue Lots and the Green River Parcel were originally identified by DEP in the MOU. The properties that were recently identified by DEP for possible proprietary mitigation lands are the Emerson Street Park Parcel and the Riverwalk Parcels, as revised by the City. In addition, the Crowberry Drive Lots were recently identified by City Staff as also being potential mitigation lands because those lots are of a similar quality and character to the Bywood Avenue Lots. Detailed, parcel-specific information on the proposed proprietary mitigation lands is contained in the enclosed spreadsheet. Also enclosed for ease of review and reference is an overlay on the Riverwalk Master Plan depicting the proposed portions of the Riverwalk Parcels that the City desires to convey to DEP as proprietary mitigation lands.

Upon City Staff's further consideration of City Council's comments and direction, portions of the Riverwalk Parcels were "carved out" of the 35.19-acre area outlined in red as the City desires to retain title to that which has not been shaded-in or highlighted in various patterns and colors.

The revised portions of the Riverwalk Parcels consist of the shaded-in 7-acre, 6-acre and 9.5-acre areas of land. Highlighted in the light orange and purple colors are additional portions of City-owned properties, respectively the 3-acre and 0.85-acre parcels, that the City desires to present to DEP for consideration as they would provide DEP with connection to the River from its other adjacent lands. The area highlighted in the plum color on the embellished Riverwalk Master Plan and on the spreadsheet is the Sory Parcel, and the negotiation concerning the acquisition of which is currently being pursued by the City. The Sory Parcel is about 0.85 acres and was originally identified by DEP in the MOU together with the already acquired Evans Parcel. The 8-acre Church Parcel that is also referenced in the above table and in the enclosed spreadsheet is not only a desirable tract of land for DEP based on its environmental qualities, but it would also serve to make up for the reduced acreage from the Riverwalk Parcels caused by the City's "carving out" of those areas it desires to retain for possible future use.

The City is eager to continue our progress with the Crosstown Parkway Extension Project and satisfy the mitigation requirements under the MOU, and obtain final approval (either administratively or formally via the Board of Trustees). Please present this letter to the appropriate DEP Staff for their review and consideration as the City is seeking confirmation from DEP that the above-described parcels, consisting of approximately 108.15 acres, will serve to satisfy the land acquisition part of the proprietary mitigation requirement under the MOU.

The City looks forward to continuing our collaboration with you and DEP Staff. To further discuss this matter, please feel free to contact either Azlina Goldstein Siegel, Assistant City Attorney, by telephone (772) 873-6321 or by email to AGoldstein@cityofpsl.com, or me directly at (772) 871-5163.

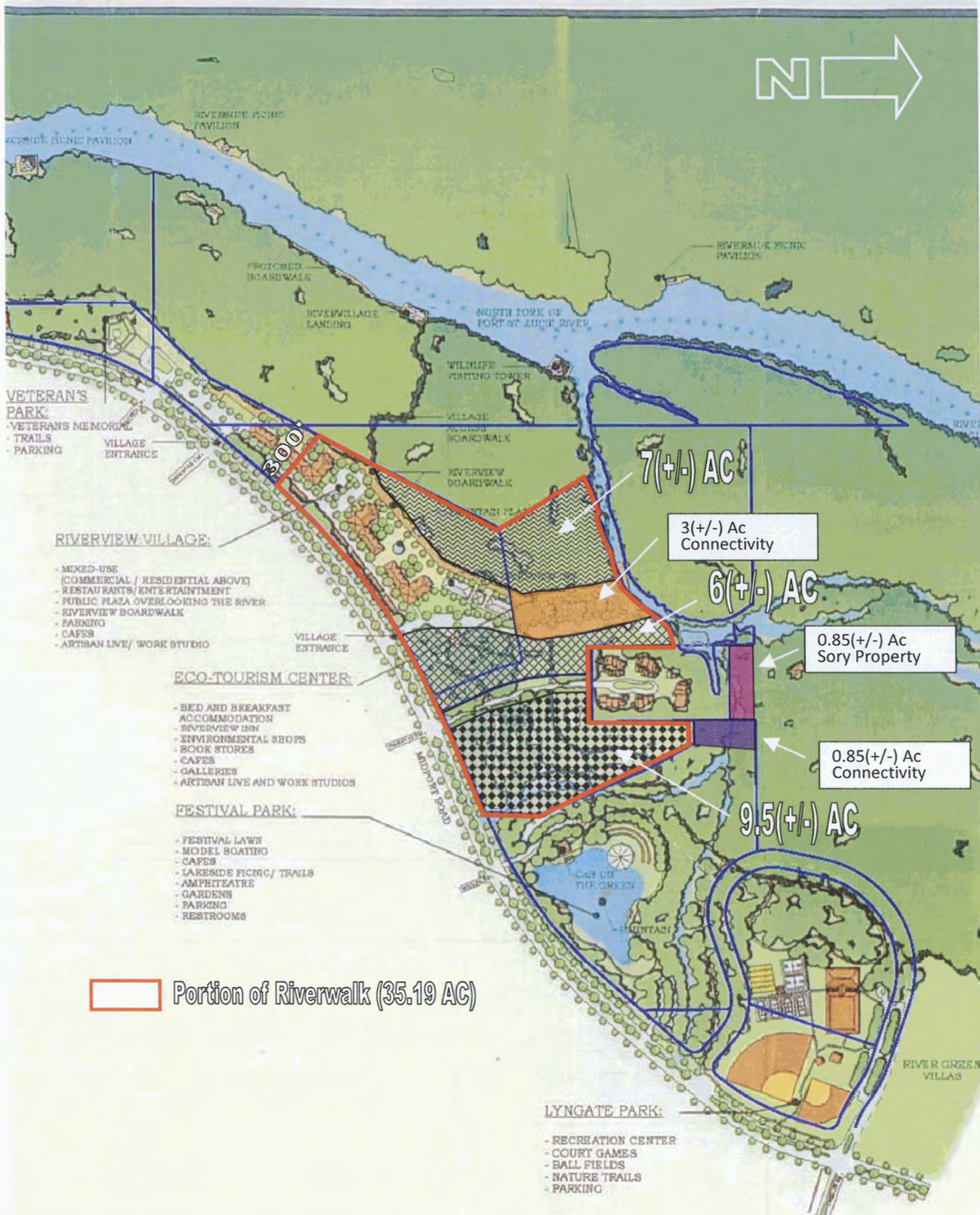
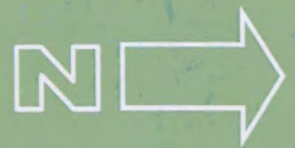
Sincerely,



Gregory J. Oravec
City Manager

GJO/ags
Enclosures

cc: Mayor & City Council
Azlina Goldstein Siegel, Assistant City Attorney
Patricia Roebbing, P.E., City Engineer
Roxanne Chessner, P.E., Civil Engineer/Project Manager
Frank Knott, Project Manager, Regulatory Division, Engineering Dept.



Parcel ID#	Owner	Legal Description	Address	Acreage
Emerson				
3420-825-0000-200-0	City of Port St Lucie	PORT ST LUCIE-SECTION 26- TRACT B (3.01 AC) (MAP 34/21N) (OR 563-1830)	To Be Determined	2.83
			SubTotal	2.83
Bywood				
3420-510-1523-000-4	City of Port St Lucie	PORT ST LUCIE-SECTION 03- BLK 441 LOTS 30 AND 31 (MAP 34/34S) (OR 1958-1123)	1065 SE Bywood Ave	0.50
3420-510-1721-000-2	City of Port St Lucie	PORT ST LUCIE-SECTION 03- BLK 457 LOT 1 (MAP 34/34S) (OR 1182-1776)	1064 SE Bywood Ave	0.35
3420-510-1722-000-9	City of Port St Lucie	PORT ST LUCIE-SECTION 03- BLK 457 LOT 2 (MAP 34/34S) (OR 1182-1775)	1509 SE Crowberry Dr	0.23
			SubTotal	1.08
Crowberry				
3420-545-1373-000-5	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 3 (MAP 44/03S) (OR 451-1575)	1973 SE Crowberry Dr	0.22
3420-545-1377-000-3	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 7 (MAP 44/03S) (OR 451-1575)	2005 SE Crowberry St	0.23
3420-545-1378-000-0	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 8 (MAP 44/03S) (OR 451-1575)	2009 SE Crowberry Dr	0.23
3420-545-1379-000-7	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 9 (MAP 44/03S) (OR 451-1575)	2013 SE Crowberry Dr	0.23
3420-545-1380-000-7	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 10 (MAP 44/03S) (OR 451-1575)	2017 SE Crowberry Dr	0.23
3420-545-1381-000-4	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 11 (MAP 44/03S) (OR 451-1575)	2021 SE Crowberry Dr	0.23
3420-545-1382-000-1	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 12 (MAP 44/03S) (OR 451-1575)	2025 SE Crowberry Dr	0.23
3420-545-1383-000-8	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 13 (MAP 44/03S) (OR 451-1575)	2029 SE Crowberry Dr	0.23
3420-545-1384-000-5	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 14 (MAP 44/03S) (OR 451-1575)	2033 SE Crowberry Dr	0.23
3420-545-1385-000-2	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 15 (MAP 44/03S) (OR 451-1575)	2037 SE Crowberry Dr	0.23
3420-545-1386-000-9	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 16 (MAP 44/03S) (OR 451-1575)	2041 SE Crowberry Dr	0.23
3420-545-1387-000-6	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 17 (MAP 44/03S) (OR 451-1575)	2045 SE Crowberry Dr	0.23
3420-545-1388-000-3	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 18 (MAP 44/03S) (OR 451-1575)	2049 SE Crowberry Dr	0.23
3420-545-1392-000-4	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 22 (MAP 44/10N) (OR 451-1575)	2065 SE Crowberry Dr	0.23
3420-545-1393-000-1	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 23 (MAP 44/10N) (OR 451-1575)	2069 SE Crowberry Dr	0.24
3420-545-1394-000-8	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 24 (MAP 44/10N) (OR 451-1575)	2073 SE Crowberry Dr	0.28
			SubTotal	3.73
Green River				
3420-810-0004-000-4	City of Port St Lucie	PORT ST LUCIE-SECTION 62- TRACT D (15.50 AC) (MAP 45/05S) (OR 754-791)	To Be Determined	15.50
			SubTotal	15.50
River Walk				
3414-501-4103-000-8	City of Port St Lucie	ST LUCIE GARDENS 02 37 40 THAT PART OF BLK 3 LOTS 5, 6, 8, 9, 11 AND 12 (Portion of 3414-501-4103-000-8 & 3414-501-4103-010-1)	To Be Determined	7
3414-501-4103-000-8	City of Port St Lucie	Portion of ST LUCIE GARDENS 02 37 40 THAT PART OF BLK 3 LOTS 5, 6, 8, 9, 11 AND 12	Connectivity Parcel	3
3414-501-4103-010-1	City of Port St Lucie	ST LUCIE GARDENS 02 37 40 THAT PART OF BLK 3 LOTS 6, 7, 8, 9 AND 10 (Portion of 3414-501-4103-010-1 & 3414-501-4103-000-8)	To Be Determined	6.00
3414-501-4102-010-4	City of Port St Lucie	ST LUCIE GARDENS 02 37 40 THAT PART OF BLK 3 LOTS 3, 4, 5, 11 AND 12MPDAF: FROM INT OF C/L OF MIDPORTRD AND HIDEAWAY CIR, TH N 23 13 42 W // TO C/L OF	To Be Determined	9.5
			SubTotal	25.50
Connectivity				
3414-501-4102-000-1	City of Port St Lucie	Portion of ST LUCIE GARDENS 02 37 40 THAT PART OF BLK 3 LOTS 3,4,5,11 AND 12	To Be Determined	0.85
			SubTotal	0.85
Sory (To be acquired; need CM authorization to proceed)				
3414-501-4105-050-7	Nancy Sory	ST LUCIE GARDENS 02 37 40 BLK 3 N 110 FT OF N 1/2 OF LOT 5 (MAP 44/02S) (OR 360-947, 361-1400)	To Be Determined	0.85
			SubTotal	0.85
Church (To be acquired; need CM authorization to proceed)				
3414-501-3905-010-6	Florida Conference Association of Seventh-Day Adventists	Portion of ST LUCIE GARDENS 02 37 40 BLK 1 THAT PART LOTS 5, 6, 7 & 8 & BLK 2	1800 SE Veterans Memorial Pkwy	8.00
			SubTotal	8.00
Evans				
3414-501-4005-010-4	City of Port St Lucie	ST LUCIE GARDENS 02 37 40 BLK 2 LOTS 5, 6, 8 AND E 1/2 LOTS 9 AND 10 AND LOTS 11 A	To Be Determined	49.81
			SubTotal	49.81
			GRAND TOTAL	108.15

Frank Knott

From: Azlina Goldstein
Sent: Tuesday, April 24, 2012 1:28 PM
To: Roxanne Chesser; Patricia Roebling; Frank Knott; Robin Dorfmeister
Cc: Betty Bollinger
Subject: FW: Crosstown Pkwy Ext - Mitigation lands Follow-up

FYI... Delbert received the letter from the CM regarding the mitigation lands.

Azlina Goldstein Siegel, Assistant City Attorney

City of Port St. Lucie
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984
Telephone: (772) 873-6321
Facsimile: (772) 873-6335

From: Harvey, Delbert [<mailto:Delbert.Harvey@dep.state.fl.us>]
Sent: Tuesday, April 24, 2012 1:22 PM
To: Azlina Goldstein
Cc: Betty Bollinger
Subject: RE: Crosstown Pkwy Ext - Mitigation lands Follow-up

Hi Azlina,
I did receive the package and letter.
Thanks for all your help.
Delbert

Delbert Harvey
Bureau of Public Land Administration
Department of Environmental Protection
3900 Commonwealth Blvd., MS #130
Tallahassee, Florida 32399-3000
Direct Phone (850) 245-2796

Please take a few minutes to share your comments on the service you received from the department by clicking on this link. [DEP Customer Survey](#).

From: Azlina Goldstein [<mailto:AGoldstein@cityofpsl.com>]
Sent: Tuesday, April 24, 2012 12:17 PM
To: Harvey, Delbert
Cc: Betty Bollinger
Subject: Crosstown Pkwy Ext - Mitigation lands Follow-up

Good afternoon Delbert,

I just wanted to follow up with you to make sure you were able to receive the letter and enclosures from the City Manager, Gregory Oravec, that my assistant Betty Bollinger sent to you via regular U.S. Mail and via email on April 17, 2012. I you did not receive either the hard copy or the electronic version of the packet concerning the City's proposed mitigation lands, then please let me know and I will have the packet resent to you.

Hope you have a great week ahead,
-Azlina ☺

**PORT ST. LUCIE CITY COUNCIL
AGENDA ITEM REQUEST**

Meeting Date: **March 26, 2012**

Public Hearing _____ Ordinance _____ Resolution _____ Motion **X**

Legal Ad Dates _____ Newspaper _____ (attach copy of ad or enter dates)

Item: **Crosstown Pkwy Ext. – Use of City-owned Lands for Proprietary Mitigation for MOU with DEP**
See attached Memo from Azlina Goldstein Siegel, Asst. City Atty. to Gregory J. Oravec, City Manager

Recommended Action:

City Staff from the Engineering and Legal Departments who comprise the Project Team recommend approval of the proposed conveyance of City-owned lands to the State to satisfy certain mitigation requirements under the Memorandum of Understanding between the City and the Department of Environmental Protection, dated April 26, 2010.

Exhibits: Department memo attached ☒ yes ☐ no

See also the maps and other exhibits attached to the Memo from Azlina Goldstein Siegel, Asst. City Atty. to Gregory J. Oravec, City Manager.

Summary Explanation/Background Information:

See attached Memo from Azlina Goldstein Siegel, Asst. City Atty. to Gregory J. Oravec, Acting City Manager.

City Manager concurs with Recommended Action: _____

Department requests **10-15** minutes to make a presentation.

Submitted by: **Legal and Engineering Departments**

Title: (By, Azlina Goldstein Siegel, Asst. City Atty.)

Date Submitted: **March 20, 2012**



City Owned Properties	
Emerson	2.83
Bywood	1.08
Crowberry	3.73
River Walk	35.19
Green River	15.50
TOTAL	58.33 Acres

MEMORANDUM

TO: GREGORY J. ORAVEC, CITY MANAGER

THRU: PAM E. BOOKER, SENIOR ASSISTANT CITY ATTORNEY *JB*

FROM: AZLINA GOLDSTEIN SIEGEL, ASSISTANT CITY ATTORNEY *AS*

DATE: MARCH 20, 2012

SUBJECT: CROSSTOWN PARKWAY EXTENSION PROJECT AGENDA ITEM
REQUEST CONCERNING THE USE OF CITY-OWNED LANDS FOR
PROPRIETARY MITIGATION FOR THE MEMORANDUM OF
UNDERSTANDING ("MOU") BETWEEN THE CITY AND STATE OF
FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION ("DEP")

As you are aware, a Memorandum of Understanding ("MOU"), dated April 26, 2010, was entered into between the City and the State of Florida Department of Environmental Protection ("DEP") to obtain an easement to cross state-owned uplands and/or sovereignty lands for the proposed bridge crossing of the North Fork of the St. Lucie River for the Crosstown Parkway Extension Project. The City is continuing its progress in meeting the mitigation requirements pursuant to said MOU with DEP. Among the mitigation requirements under the MOU, the City is required to convey approximately 110 acres to the State.

DEP identified in the MOU certain properties that it desires to acquire. The City has already acquired the Evans parcel, which consists of approximately 49.81 acres. Although the City is in the process of negotiating the purchase of the other lands identified by DEP in the MOU to serve as proprietary mitigation for the Project's impacts, the City's Project Team has been working with DEP in evaluating the ability to use certain City-owned properties to satisfy the requirement to convey the remaining balance of approximately 60 acres to the State. Except for the properties identified below as the "Green River" and "Bywood" parcels, the City-owned properties were not previously identified as possible mitigation lands in the MOU.

Accordingly, attached for your review, consideration and approval is an Agenda Item Request for the upcoming March 26, 2012, Regular City Council Meeting. This Agenda Item Request submitted on behalf of the Project Team seeks to obtain the authorization and approval of City Council to proceed with presenting to DEP a proprietary mitigation package consisting of the Evans parcel together with the following City-owned properties, which to date, would result in a conveyance of approximately 108.14 acres to the State:

City-owned Properties	Number of Acres
Northern "Riverwalk" Parcels	35.19 ac
Emerson Park Site North of Prima Vista	2.83 ac
Green River Parkway	15.49 ac
Crowberry Drive lots	3.7 ac
Bywood Avenue lots	1.09 ac
Total Acreage = 58.33 ac	

For ease of review and consideration, I have also attached as Exhibit "A" a spreadsheet detailing and identifying the individual tracts and lots that comprise the above 58.33 acres of City-owned land. In addition, arials outlining those City-owned properties that we are proposing to be conveyed to the State are attached hereto as Composite Exhibit "B." Further, it should be noted that the actual conveyance of the City's properties to the State will be required to be authorized and approved via ordinance(s).

Please process this Agenda Item Request as required for the placement of this matter on the agenda for the March 26, 2012, Regular City Council Meeting. If you have any questions, please do not hesitate to contact me.

AGS/bb

Attachments: Exhibit "A" – Spreadsheet of City-owned Properties
Composite Exhibit "B" – Aerials of City-owned Properties
Agenda Item Request

cc: Patricia Roebling, P.E., City Engineer
Roxanne Chesser, P.E., Civil Engineer/Project Manager
Frank Knott, Project Manager, Regulatory Division, Engineering Dept.

Parcel ID#	Owner	Legal Description	Address	Acreage
Emerson				
3420-625-0000-200-0	City of Port St Lucie	PORT ST LUCIE-SECTION 26- TRACT B (3.01 AC) (MAP 34/21N) (OR 563-1830)	To Be Determined	2.83
			SubTotal	2.83
Bywood				
3420-510-1523-000-4	City of Port St Lucie	PORT ST LUCIE-SECTION 03- BLK 441 LOTS 30 AND 31 (MAP 34/34S) (OR 1858-1123)	1065 SE Bywood Ave	0.50
3420-510-1721-000-2	City of Port St Lucie	PORT ST LUCIE-SECTION 03- BLK 457 LOT 1 (MAP 34/34S) (OR 1182-1776)	1064 SE Bywood Ave	0.35
3420-510-1722-000-9	City of Port St Lucie	PORT ST LUCIE-SECTION 03- BLK 457 LOT 2 (MAP 34/34S) (OR 1182-1775)	1509 SE Crowberry Dr	0.23
			SubTotal	1.08
Crowberry				
3420-545-1373-000-5	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 3 (MAP 44/03S) (OR 451-1575)	1973 SE Crowberry Dr	0.22
3420-545-1377-000-3	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 7 (MAP 44/03S) (OR 451-1575)	2005 SE Crowberry St	0.23
3420-545-1378-000-0	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 8 (MAP 44/03S) (OR 451-1575)	2009 SE Crowberry Dr	0.23
3420-545-1379-000-7	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 9 (MAP 44/03S) (OR 451-1575)	2013 SE Crowberry Dr	0.23
3420-545-1380-000-7	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 10 (MAP 44/03S) (OR 451-1575)	2017 SE Crowberry Dr	0.23
3420-545-1381-000-4	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 11 (MAP 44/03S) (OR 451-1575)	2021 SE Crowberry Dr	0.23
3420-545-1382-000-1	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 12 (MAP 44/03S) (OR 451-1575)	2025 SE Crowberry Dr	0.23
3420-545-1383-000-8	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 13 (MAP 44/03S) (OR 451-1575)	2029 SE Crowberry Dr	0.23
3420-545-1384-000-5	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 14 (MAP 44/03S) (OR 451-1575)	2033 SE Crowberry Dr	0.23
3420-545-1385-000-2	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 15 (MAP 44/03S) (OR 451-1575)	2037 SE Crowberry Dr	0.23
3420-545-1386-000-9	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 16 (MAP 44/03S) (OR 451-1575)	2041 SE Crowberry Dr	0.23
3420-545-1387-000-6	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 17 (MAP 44/03S) (OR 451-1575)	2045 SE Crowberry Dr	0.23
3420-545-1388-000-3	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 18 (MAP 44/03S) (OR 451-1575)	2049 SE Crowberry Dr	0.23
3420-545-1392-000-4	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 22 (MAP 44/10N) (OR 451-1575)	2065 SE Crowberry Dr	0.23
3420-545-1393-000-1	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 23 (MAP 44/10N) (OR 451-1575)	2069 SE Crowberry Dr	0.24
3420-545-1394-000-8	City of Port St Lucie	PORT ST LUCIE-SECTION 10- BLK 543 LOT 24 (MAP 44/10N) (OR 451-1575)	2073 SE Crowberry Dr	0.28
			SubTotal	3.73
River Walk				
3414-501-4102-010-4	City of Port St Lucie	ST LUCIE GARDENS 02 37 40 THAT PART OF BLK 3 LOTS 3, 4, 5, 11 AND 12 MPDAF: FROM INT OF CIL OF MIDPORTRD AND HIDEAWAY CIR, TH N 23 13 42 W // TO CIL OF	To Be Determined	10.28
3414-501-4103-000-8	City of Port St Lucie	ST LUCIE GARDENS 02 37 40 THAT PART OF BLK 3 LOTS 5, 6, 8, 9, 11 AND 12 MPDAF: FROM INT CIL OF MIDPO	To Be Determined	9.97
3414-501-4103-010-1	City of Port St Lucie	ST LUCIE GARDENS 02 37 40 THAT PART OF BLK 3 LOTS 6, 7, 8, 9 AND 10 MPDAF: FROM INT OF W LI OF SEC 2	To Be Determined	14.94
			SubTotal	35.19
Green River				
3420-810-0004-000-4	City of Port St Lucie	PORT ST LUCIE-SECTION 62- TRACT D (15.50 AC) (MAP 45/05S) (OR 754-791)	To Be Determined	15.50
			SubTotal	15.50
			Total	58.33



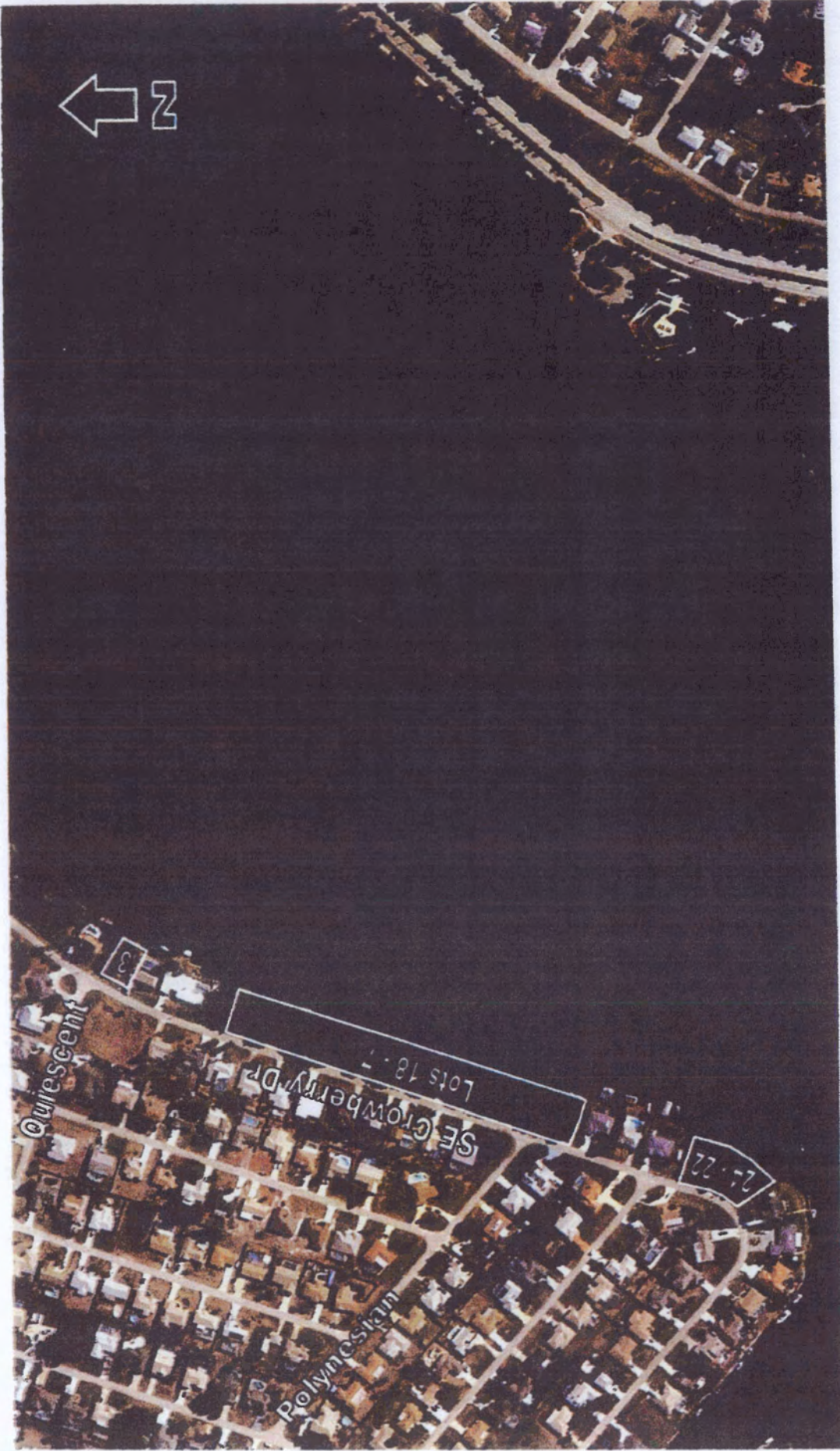
River Walk (North)



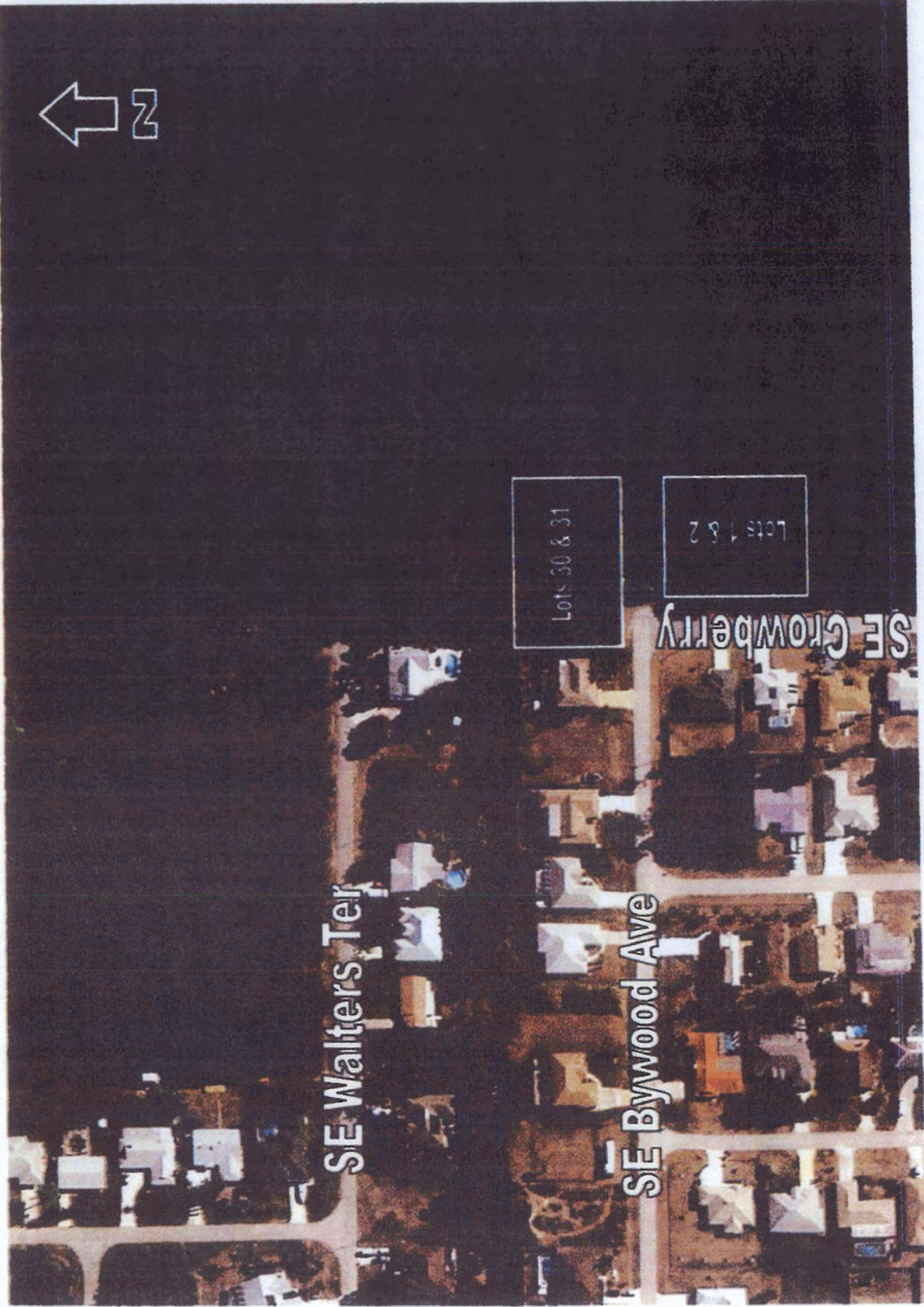
Emerson (Tract B Section 26)



Green River (Tract D Section 62)



Crowberry (L 3, 7-18, 22-24 B 543 S 18)



Bywood (L 30&31 B 441 S 3)

(L 1 & 2 B 457 S 3)



**Crosstown
Parkway
Extension**



Crosstown Parkway Extension Proposed River Crossing Use of City Lands for Proprietary Mitigation

Presentation to City Council - March 26, 2012

By: The Project Team

Brief Summary of MOU with DEP

- Memorandum of Understanding ("MOU") entered into between the City and the Department of Environmental Protection ("DEP") on April 26, 2010, so the City could obtain an easement to cross state-owned lands for the proposed bridge crossing of the North Fork of the St. Lucie River for the Crosstown Parkway Extension Project.
- Under the MOU, the City agreed to purchase and convey to the State approximately 110 acres for mitigation purposes and undertake certain environmental projects.



Crosstown
Parkway
Extension



Land Acquisition for MOU Proprietary Mitigation



Crosstown
Parkway
Extension



Florida Department of Environmental Protection Recommended Proprietary Mitigation
Options for Port St. Lucie's Proposed Crosstown Parkway Extension Project



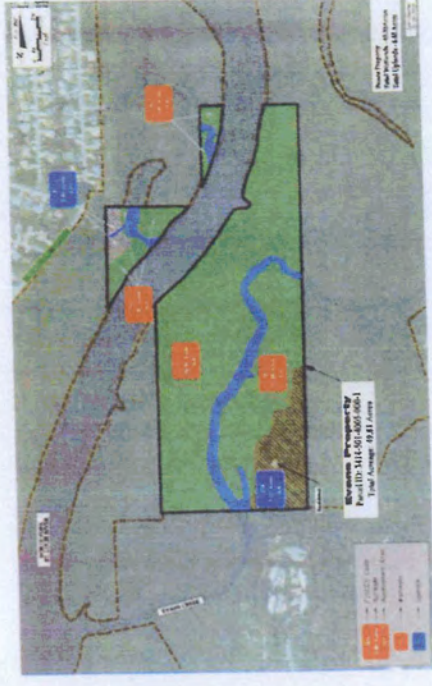
Aquatic Preserves include all the state-owned submerged lands within their jurisdiction. This map is not intended for use in determining jurisdiction or land ownership. Map generated by the South West Florida Aquatic Preserve, 1400 N. 14th St., Ft. Pierce, Florida 34949-4200.



- Land acquisition is part of the proprietary mitigation plan that was formalized in the MOU between the City and DEP.
- This mitigation plan will offset the impacts to the State-owned uplands and/or sovereignty lands for the proposed river crossing for the Project
 - DEP provided a list of sites that they would like to acquire for state park purposes and restoration projects
 - City funds are being used for this land acquisition.
- City will need to acquire approximately 110 acres of land and then later convey the acquired properties to the State in exchange for the easement to cross the river

Identification of Additional Lands by DEP

- The City has already acquired the Evans Parcel = 49.81 ac



- The City is currently pursuing negotiations to acquire the other lands identified by DEP

- To facilitate the City's acquisition of the remaining acreage to convey to the State for proprietary mitigation purposes, DEP identified additional lands that it desires to acquire

- Those additional lands identified by DEP are City-owned properties

Crosstown
Parkway
Extension





Crosstown Parkway Extension



Use of City-Owned Properties for Mitigation

- The map below shows City-owned properties that serve as possible proprietary mitigation lands to satisfy the land acquisition requirements of the MOU. The "Green River" Parcel and the "Bywood" lots were originally identified by DEP in the MOU.



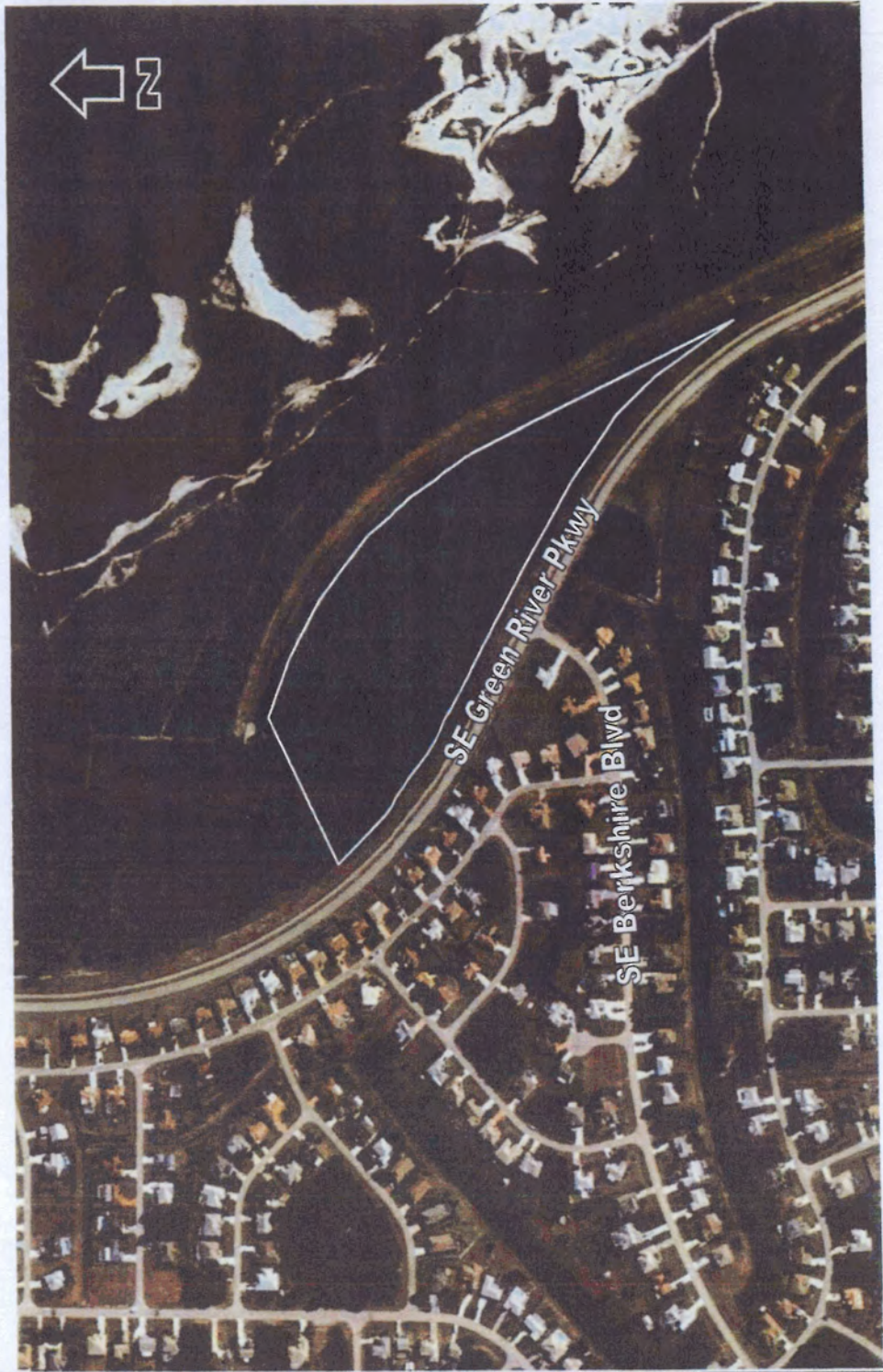
City Owned Properties	
Emerson	2.83
Bywood	1.08
Crowberry	3.73
River Walk	35.19
Green River	15.50
TOTAL	58.33 Acres



Crosstown
Parkway
Extension



Green River Parcel = 15.50 ac



Green River (Tract D Section 62)



Crosstown
Parkway
Extension



Bywood Ave. Lots = 1.08 ac



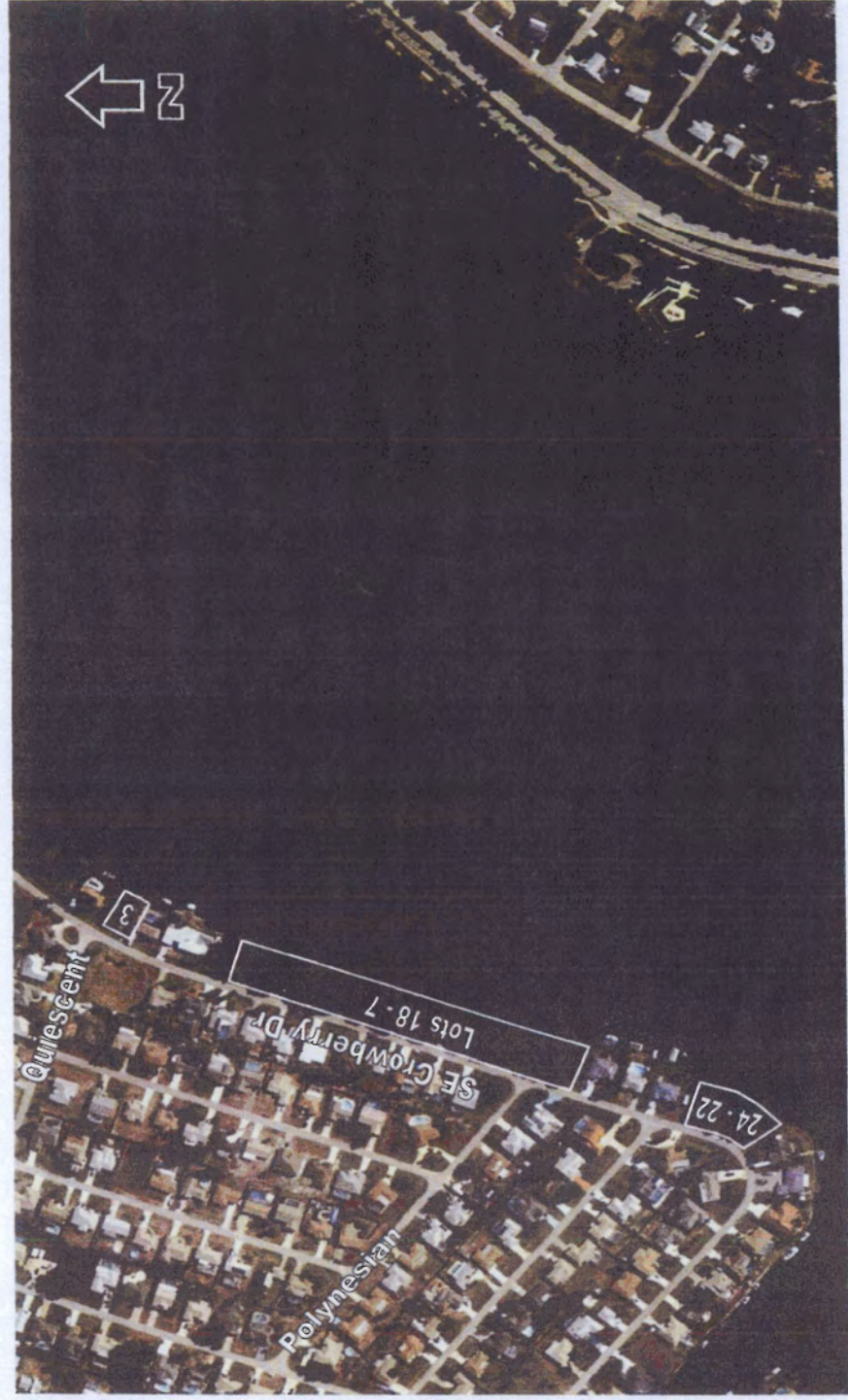
Bywood (L 30&31 B 441 S 3)
(L 1 & 2 B 457 S 3)



Crosstown
Parkway
Extension



Crowberry Dr. Lots = 3.73 ac



Crowberry (L 3, 7-18, 22-24 B 543 S 18)



Crosstown
Parkway
Extension



Emerson St. Parcel = 2.83 ac



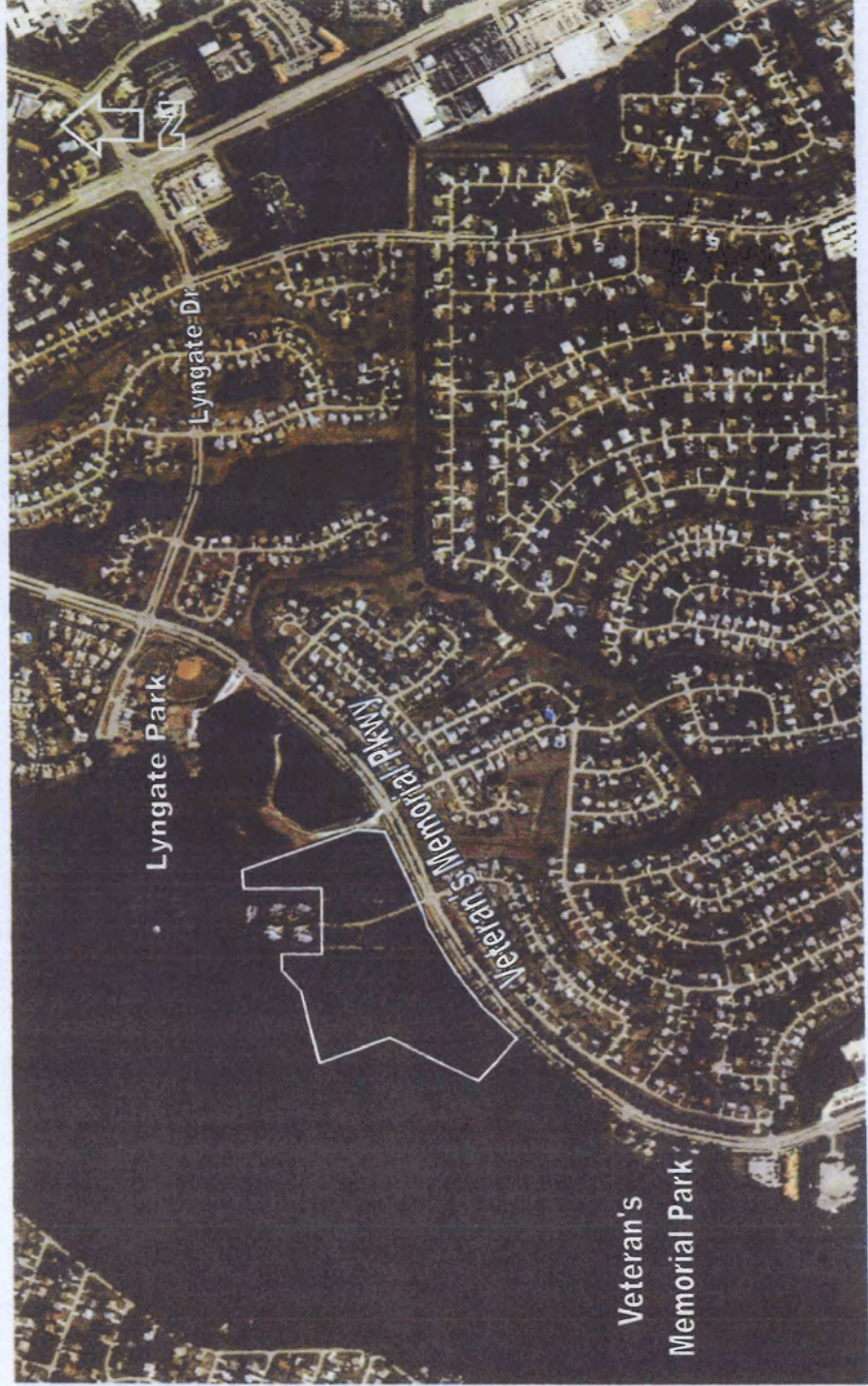
Emerson (Tract B Section 26)



Crosstown
Parkway
Extension



Northern "Riverwalk" Parcels = 35.19 ac



River Walk (North)



**Crosstown
Parkway
Extension**



“Riverwalk” Master Plan (City Manager’s discussion)



RIVERWALK NORTH AT PORT ST. LUCIE MASTER PLAN

PREPARED FOR
City of Port St. Lucie
PREPARED BY
THE BARK GROUP



Crosstown
Parkway
Extension



Council Approval to Use City Lands for Mitigation

- We are seeking City Council approval and authorization to proceed with presenting to DEP the following Proprietary Mitigation Lands:

City-owned Properties	Number of Acres
Green River Parcel	15.50
Bywood Avenue Lots	1.08
Crowberry Drive Lots	3.73
Emerson St. Park Parcel	2.83
Northern "Riverwalk" Parcel	35.19
TOTAL	58.33
<i>Plus</i> Evans Parcel	49.81
<u>GRAND TOTAL</u>	<u>108.14 acres</u>



Thank You!
Questions?





City Owned Properties

Emerson	2.83
Bywood	1.08
Evans	49.81
Crowberry	3.73
River Walk	26.35
Green River	<u>15.50</u>
TOTAL	99.30

Properties to be Purchased

Church	8.00
Sory	<u>0.85</u>
TOTAL	8.85 Acres

Total Acres Proposed

City Owned	99.30
Purchase	<u>8.85</u>
TOTAL	108.15 Acres

LPA – Locally Preferred Alternative

Crosstown Parkway Extension - Alt 1C

CITY OF PORT ST. LUCIE
CITY COUNCIL REGULAR ACTION AGENDA
MARCH 26, 2012

6. ADDITIONS OR DELETIONS TO AGENDA AND APPROVAL OF AGENDA

ACTION: Motion passed unanimously to approve the Agenda.

Clerk's Note: Item 13 a) was moved to be heard before Item 5, Proclamations and Presentations.

13. NEW BUSINESS

a) CITY MANAGER'S EMPLOYMENT AGREEMENT

ACTION: Motion passed unanimously to approve the City Manager's employment agreement.

7. APPROVAL OF CONSENT AGENDA

a) APPROVAL OF MINUTES

b) MELVIN BUSH CONSTRUCTION, INC., CHLORINE CONTACT BASIN OVERFLOW PIPE MODIFICATIONS AT WESTPORT WASTEWATER TREATMENT FACILITY, #20120033, \$39,643.30, CONTRACT PERIOD 30 CALENDAR DAYS WITH NO OPTION FOR RENEWAL, FUND 445-3512-5630, UTILITIES DEPARTMENT

c) MINOR RESIDENTIAL SITE PLAN, LOCATED ADJACENT TO THE MODEL ROW PARKING LOT WITHIN THE VERANO PUD 1, DESIGNATING LOTS 30 THROUGH 36 OF PLAT NO. 9 FOR A SALES CENTER AND CORRESPONDING MODEL HOMES, P11-111, VERANO DEVELOPMENT, LLC

d) THE SIGNAL GROUP, INC., CHANGE ORDER #1 TO AMENDMENT #1, TRAFFIC SIGNAL AND STREET LIGHTING SERVICES, PROVIDE ADDITIONAL PAY ITEMS FOR FINAL TRUE-UP OF THE SIGNALIZATION AND LIGHTING AT SEGMENT 3 OF BECKER ROAD, #20090103, \$7,906.83, FUND 360-4105-5645, ENGINEERING

e) UNDERWATER ENGINEERING SERVICES, INC., CHANGE ORDER #1, EASTERN WATERSHED IMPROVEMENT PROJECT (EWIP) LENNARD SQUARE STORMWATER RETROFIT PROJECT, #20110034, \$9,766.39, FOR A NEW CONTRACT TOTAL OF \$1,768,500.87, AND 17 ADDITIONAL CALENDAR DAYS FOR A NEW TOTAL OF 257 CALENDAR DAYS, FUND 403-4126-5688, ENGINEERING

f) MAJOR SITE PLAN, LOCATED ON THE SOUTH AND EAST SIDE OF SW FOUNTAINVIEW BOULEVARD, SOUTH OF ST. LUCIE WEST BOULEVARD, NORTH AND WEST OF THE BELMONT MULTI-FAMILY DEVELOPMENT, AND EAST

OF I-95, TEN BUILDINGS, 402,500 GROSS SQUARE FEET, P11-141, FOUNTAINVIEW PLAZA, PLANNING AND ZONING

g) **MAJOR SITE PLAN AMENDMENT**, SOUTH SIDE OF FPL DRIVE, WEST OF ENTERPRISE DRIVE, TO CONSTRUCT A 1,296 SQUARE-FOOT BUILDING ON EXISTING PAVEMENT AREA TO WASH DOWN AND FILL COMPANY VEHICLES, SCOTT'S LAWN SERVICE AT SLW, P12-011, PLANNING AND ZONING

h) **PURCHASE OF FORECLOSED PROPERTY**, NEIGHBORHOOD STABILIZATION PROGRAM 3 - (NSP3), 2025 SW BURLINGTON STREET, WITH A PURCHASE PRICE OF LESSER OF \$82,900 OR 99% OF APPRAISED VALUE, LEGAL DEPARTMENT

i) **NATURES KEEPER INC.**, AMENDMENT #1, CHANGE ORDER #2, EWIP LANDSCAPING & IRRIGATION AT HOWARD CREEK STA & BURR STREET POND, #20110018, \$154,066.11, FOR A NEW CONTRACT AMOUNT OF \$897,111.99, NO ADDITIONAL CALENDAR DAYS, FUND 403-4126-5688, ENGINEERING

j) **REQUEST FOR UNITY OF TITLE** FOR ERIK AND MYLA WINE TO COMBINE LOTS 7 AND 8, BLOCK 1623, PORT ST. LUCIE SECTION 23, TO PLACE A SHED ON THEIR ADJACENT VACANT LOT, LEGAL DEPARTMENT

k) **TARMAC AMERICA, LLC**, APPROVAL TO ENTER INTO A FIXED PRICE CONTRACT, WITH A ONE (1) YEAR CONTRACT PERIOD AND FOUR ADDITIONAL ONE-YEAR RENEWAL OPTIONS CONTINGENT UPON MUTUALLY AGREED UPON PRICES AND SATISFACTORY SERVICE, CONTRACT MAY BE RENEWED WITHOUT FURTHER COUNCIL ACTION, READY MIX CONCRETE, FIER MESH AND FLOWABLE FILL, \$80,000, #20110129, 401-4126-5530, ENGINEERING

ACTION: Motion passed unanimously to approve the Consent Agenda.

8. SECOND READING, PUBLIC HEARING OF ORDINANCES

a) **ORDINANCE 11-29**, AMENDING THE COMPREHENSIVE PLAN OF THE CITY OF PORT ST LUCIE TO INCLUDE A LARGE SCALE AMENDMENT CONSISTING OF TEXT AMENDMENTS TO THE FUTURE LAND USE ELEMENT AS REQUESTED BY PSL ACQUISITIONS 1, LLC; PROVIDING THE INVALIDITY OF ANY PORTION SHALL NOT AFFECT THE REMAINING PORTIONS OF THIS ORDINANCE; AND PROVIDING FOR AN EFFECTIVE DATE

ACTION: Motion passed unanimously to approve Ordinance 11-29.

b) **ORDINANCE 12-11**, CREATING CHAPTER 42 OF THE CITY OF PORT ST. LUCIE CODE OF ORDINANCES; ESTABLISHING AN ABANDONED REAL PROPERTY REGISTRATION SYSTEM; PROVIDING FOR PURPOSE AND INTENT, DEFINITIONS, REGISTRATION OF ABANDONED PROPERTIES,

STANDARDS FOR MAINTENANCE OF ABANDONED PROPERTIES, INSPECTIONS, ENFORCEMENT AND PENALTIES; PROVIDING FOR THE REPEAL OF ORDINANCES IN CONFLICT HEREWITH; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE

ACTION: Motion passed unanimously to approve Ordinance 12-11.

c) **ORDINANCE 12-12**, AMENDING THE 2011-12 BUDGET OF THE CITY OF PORT ST. LUCIE, FLORIDA, BY INSERTING THEREIN A SCHEDULE CONSISTING OF 8 PAGES, ATTACHED HERETO AND DESIGNATED AS 2011-12 BUDGET AMENDMENT NO. 1. THE SAID SCHEDULE PROVIDES FOR AN INCREASE AND/OR DECREASE IN APPROPRIATIONS IN THE VARIOUS LINE ITEMS; PROVIDING AN EFFECTIVE DATE

ACTION: Motion passed unanimously to approve Ordinance 12-12.

10. FIRST READING OF ORDINANCES

a) **ORDINANCE 12-13, PUBLIC HEARING**, AMENDING THE COMPREHENSIVE PLAN OF THE CITY OF PORT ST LUCIE TO INCLUDE A LARGE SCALE AMENDMENT CONSISTING OF TEXT AMENDMENTS TO THE FUTURE LAND USE ELEMENT AS REQUESTED BY RIVERLAND/KENNEDY, LLP AND RIVERLAND/KENNEDY II, LLC; PROVIDING THE INVALIDITY OF ANY PORTION SHALL NOT AFFECT THE REMAINING PORTIONS OF THIS ORDINANCE; AND PROVIDING FOR AN EFFECTIVE DATE

ACTION: Motion passed unanimously to approve Ordinance 12-13.

b) **ORDINANCE 12-14**, AMENDING THE CITY OF PORT ST. LUCIE CODE OF ORDINANCES, AMENDING CHAPTER 155 SIGN CODE OF THE CITY OF PORT ST. LUCIE LAND DEVELOPMENT REGULATIONS; PROVIDING AN EFFECTIVE DATE

ACTION: Motion passed unanimously to approve Ordinance 12-14.

c) **ORDINANCE 12-15**, AMENDING THE CODE OF ORDINANCES OF THE CITY OF PORT ST. LUCIE, FLORIDA: AMENDING THE ZONING CODE SECTION 158.006 (A) AND 158.136 (B); TO DEFINE COMMERCIAL LAUNDRY FACILITIES AND TO PERMIT COMMERCIAL LAUNDRY FACILITIES AS a PERMITTED USE WITHIN THE INDUSTRIAL ZONING DISTRICT (IN), 158.006, AND 158.136 (B) (1) (m); PROVIDING AN EFFECTIVE DATE

ACTION: Motion passed unanimously to approve Ordinance 12-15.

d) **ORDINANCE 12-16**, TO REZONE 0.331 ACRES OF PROPERTY LEGALLY DESCRIBED AS LOT 19 AND A PORTION OF LOT 18, BLOCK 1828, PORT ST. LUCIE SECTION 35; FROM RS-2 (SINGLE-FAMILY RESIDENTIAL) TO U (UTILITY); FOR A PROJECT KNOWN AS CITY OF PORT ST. LUCIE - TANFORAN TOWER (P11-066); PROVIDING FOR AN EFFECTIVE DATE

ACTION: Motion passed unanimously to approve Ordinance 12-16.

e) **ORDINANCE 12-17**, AMENDING THE COMPREHENSIVE PLAN OF THE CITY OF PORT ST. LUCIE TO INCLUDE A SMALL SCALE AMENDMENT TO THE FUTURE LAND USE MAP FOR CITY OF PORT ST. LUCIE - TANFORAN TOWER (P11-065) TO CHANGE THE FUTURE LAND USE DESIGNATION FROM RL (LOW DENSITY RESIDENTIAL) TO U (UTILITY) FOR A PARCEL LEGALLY DESCRIBED AS LOT 19 AND A PORTION OF LOT 18, BLOCK 1828, PORT ST. LUCIE SECTION 35; PROVIDING THE INVALIDITY OF ANY PORTION SHALL NOT AFFECT THE REMAINING PORTION OF THIS ORDINANCE; AND PROVIDING FOR AN EFFECTIVE DATE

ACTION: Motion passed unanimously to approve Ordinance 12-17.

11. RESOLUTIONS

a) **RESOLUTION 12-R30, PUBLIC HEARING**, GRANTING A SPECIAL EXCEPTION USE FOR AN ENCLOSED ASSEMBLY AREA IN P (PROFESSIONAL) ZONING DISTRICT PER SECTION 158.122 (C) ON GENA ROAD, LEGALLY DESCRIBED AS LOTS 1 AND 2 (P12-019); PROVIDING AN EFFECTIVE DATE

ACTION: Motion passed unanimously to approve Resolution 12-R30.

b) **RESOLUTION 12-R34, PUBLIC HEARING**, MAKING FINDINGS OF FACT AND DETERMINING CONCLUSIONS OF LAW PERTAINING TO THE SOUTHERN GROVE DEVELOPMENT OF REGIONAL IMPACT, AND CONSTITUTING THIS RESOLUTION AS AN AMENDED AND RESTATED DEVELOPMENT ORDER BY THE CITY OF PORT ST. LUCIE IN COMPLIANCE WITH LAW; AND PROVIDING FOR AN EFFECTIVE DATE AND A TERMINATION DATE

ACTION: Motion passed unanimously to table Resolution 12-R34 to the meeting of April 9, 2012, and to recess the Public Hearing.

c) **RESOLUTION 12-R35**, OF THE MAYOR AND CITY COUNCIL OF THE CITY OF PORT ST. LUCIE AUTHORIZING THE ACTING CITY MANAGER TO ENTER INTO AN AGREEMENT BETWEEN THE FLORIDA DEPARTMENT OF TRANSPORTATION, ST. LUCIE COUNTY AND THE CITY OF PORT ST. LUCIE; PROVIDING AND EFFECTIVE DATE

ACTION: Motion passed unanimously to approve Resolution 12-R35.

d) **RESOLUTION 12-R36**, DECLARING A PUBLIC NUISANCE AT 362 SE ATLAS TERRACE, PORT ST. LUCIE, FLORIDA AFTER A SHOW CAUSE HEARING; REQUIRING ABATEMENT OF THE NUISANCE WITHIN A CERTAIN TIME; AUTHORIZING ABATEMENT BY CITY FORCES; PROVIDING FOR THE RECOVERY OF ABATEMENT COSTS AS A SPECIAL ASSESSMENT AGAINST THE PROPERTY; AND PROVIDING AN EFFECTIVE DATE

ACTION: Motion passed unanimously to approve Resolution 12-R36.

e) **RESOLUTION 12-R37**, DECLARING A PUBLIC NUISANCE AT 2037 SW HARRISON AVENUE, PORT ST. LUCIE, FLORIDA AFTER A SHOW CAUSE HEARING; REQUIRING ABATEMENT OF THE NUISANCE WITHIN A CERTAIN TIME; AUTHORIZING ABATEMENT BY CITY FORCES; PROVIDING FOR THE RECOVERY OF ABATEMENT COSTS AS A SPECIAL ASSESSMENT AGAINST THE PROPERTY; AND PROVIDING AN EFFECTIVE DATE

ACTION: Motion passed unanimously to approve Resolution 12-R37.

f) **RESOLUTION 12-R38**, DECLARING A PUBLIC NUISANCE AT 432 SW CURTIS STREET, PORT ST. LUCIE, FLORIDA AFTER A SHOW CAUSE HEARING; REQUIRING ABATEMENT OF THE NUISANCE WITHIN A CERTAIN TIME; AUTHORIZING ABATEMENT BY CITY FORCES; PROVIDING FOR THE RECOVERY OF ABATEMENT COSTS AS A SPECIAL ASSESSMENT AGAINST THE PROPERTY; AND PROVIDING AN EFFECTIVE DATE

ACTION: Motion passed unanimously to approve Resolution 12-R38.

g) **RESOLUTION 12-R39**, AUTHORIZING THE EXECUTION OF AMENDMENT NUMBER ONE TO THE LOCALLY FUNDED AGREEMENT BETWEEN THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION AND THE CITY OF PORT ST. LUCIE FOR REMEDIATION SERVICES ALONG THE CROSSTOWN PARKWAY EXTENSION CORRIDOR; PROVIDING AN EFFECTIVE DATE

ACTION: Motion passed unanimously to approve Resolution 12-R39.

h) **RESOLUTION 12-R40**, DECLARING A PUBLIC NUISANCE AT 2171 SE BISBEE STREET, PORT ST. LUCIE, FLORIDA AFTER A SHOW CAUSE HEARING; REQUIRING ABATEMENT OF THE NUISANCE WITHIN A CERTAIN TIME; AUTHORIZING ABATEMENT BY CITY FORCES; PROVIDING FOR THE RECOVERY OF ABATEMENT COSTS AS A SPECIAL ASSESSMENT AGAINST THE PROPERTY; AND PROVIDING AN EFFECTIVE DATE

ACTION: Motion passed unanimously to approve Resolution 12-R40.

12. UNFINISHED BUSINESS

a) **ANDREW THOMAS CONSTRUCTION, INC.**, NUISANCE ABATEMENT, REMOVE AND REPLACE EXISTING POOL BARRIER WITH AN APPROVED SAFETY POOL COVER COMPLYING WITH ASTM F 1346 ON HOUSE LOCATED AT 1351 DORIC COURT, \$1,900, LEGAL DEPARTMENT

ACTION: Motion passed unanimously to approve Item 12 a).

b) **TRUE COLOR ENTERPRISES, INC.**, NUISANCE ABATEMENT, REMOVE PLYWOOD COVERING RIGHT SIDE WINDOW AND SLIDING GLASS DOOR AND REPLACE BROKEN GLASS ON HOUSE LOCATED AT 2361 SW BLAINE TERRACE, \$600, LEGAL DEPARTMENT

ACTION: Motion passed unanimously to approve Item 12 b).

13. NEW BUSINESS

b) CITY MANAGER'S EMPLOYMENT AGREEMENT

ACTION: Motion passed unanimously to approve the City Manager's employment Agreement. (Clerk's Note: This item was heard before the Presentations and Proclamations.)

b) 2012 TREASURE COAST BUSINESS SUMMIT, REQUEST FOR CITY SPONSORSHIP IN TWO FORMS: 1) APPROVAL OF A JOINT PARTNERSHIP TO HOST THE SUMMIT, 2) SUPPORT OF THE CITY'S COMMUNICATION DEPARTMENT FOR VIDEO COVERAGE, AUDIO/VISUAL SUPPORT, AND PROMOTIONAL ASSISTANCE OF THE EVENT, CITY MANAGER

ACTION: Motion passed unanimously to approve Item 13 b).

c) CROSSTOWN PARKWAY EXTENSION, USE OF CITY-OWNED LANDS FOR PROPRIETARY MITIGATION FOR MEMO OF UNDERSTANDING WITH DEP, CITY MANAGER/LEGAL DEPARTMENT

OTHER: The City Manager advised that any land conveyance must come back to the Council as an ordinance.

ACTION: Motion passed unanimously to approve Item 13 c), including a discussion with the church concerning land.

14. COUNCIL COMMENTS AND COMMITTEE REPORTS

MAYOR FAIELLA - NEW AGENDA ITEM

OTHER: Mayor Faiella said that she would like an item added to the Council Agenda for the City Manager's report before the Council Comments and Committee Reports.



Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Charlie Crist
Governor

Jeff Kottkamp
Lt. Governor

Michael W. Sole
Secretary

April 27, 2010

City of Port St. Lucie
Roberta F. Richards
Manager, Engineer Operations
121 S.W. Port St. Lucie Blvd
Port St. Lucie, Florida 34984

RECEIVED

APR 29 2010

CITY OF PSL
ENGINEERING

RE: Memorandum of Understanding
City of Port St. Lucie/Department of Environmental Protection
Crosstown Parkway

Dear Ms. Richards:

Attached is a fully executed original of the Memorandum of Understanding (MOU) between the State of Florida Department of Environmental Protection and the City of Port St. Lucie. This MOU is for the Crosstown Parkway Extension Project, which includes a bridge across the North Fork St. Lucie River that will cross state-owned uplands in the Savannas Preserve State Park and/or the North Forest St. Lucie River Aquatic Preserve.

If you have any questions about the attachments, please do not hesitate to give me a call at 850.245.2731.

Sincerely,

Kime H. Landes
Bureau of Public Land Administration
Division of State Lands
Mail Station 130

Attachments

MEMORANDUM OF UNDERSTANDING

THIS MEMORANDUM OF UNDERSTANDING ("MOU") is entered into this 26th day of April, 2010, between the STATE OF FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION ("DEP") and the CITY OF PORT ST. LUCIE ("CITY").

WHEREAS, the CITY is currently pursuing the preparation of an Environmental Impact Statement ("EIS") and the issuance of a Conceptual Environmental Resource Permit ("Conceptual ERP") for the Crosstown Parkway Extension Project ("Crosstown Parkway Extension"), which includes the evaluation of a bridge across the North Fork St. Lucie River ("NFSLR") to complete a major east-west arterial extending from I-95 to US 1 in the City of Port St. Lucie; and

WHEREAS, the new bridge will require crossing state-owned uplands in the Savannas Preserve State Park ("State Park") and the North Fork St. Lucie River Aquatic Preserve ("Aquatic Preserve") and sovereignty lands; and

WHEREAS, DEP manages the State Park and the Aquatic Preserve; and

WHEREAS, the CITY is working on the EIS for the Crosstown Parkway Extension in cooperation with the Federal Highway Administration ("FHWA") and the State of Florida Department of Transportation ("FDOT"); and

WHEREAS, six build alternatives and a no-build alternative are being evaluated in the EIS, and selection of a preferred alternative will be made through the EIS process with FHWA's final approval; and

WHEREAS, the CITY's application for a Conceptual ERP is currently being processed by the South Florida Water Management District ("SFWMD") as suggested by DEP Secretary Michael W. Sole in a letter to Senator Ken Pruitt dated March 22, 2007 (Exhibit "A"); and

WHEREAS, to address the requirements of the Conceptual ERP, the CITY and SFWMD have agreed that SFWMD will review a hybrid corridor developed by the CITY that represents a composite of the greatest impacts from each of the six build alternatives being evaluated in the EIS and, in turn, the hybrid corridor will be used to define the impacts and regulatory mitigation requirements; and

WHEREAS, the CITY must obtain easements from the Governor and Cabinet who sit as the Board of Trustees of the Internal Improvement Trust Fund of the State of Florida ("TRUSTEES") for the use of state-owned uplands and sovereignty lands prior to the CITY's commencement of construction of the Crosstown Parkway Extension; and

WHEREAS, the Acquisition and Restoration Council ("ARC") is required to review the proposed easement over state-owned uplands and make a recommendation to the TRUSTEES; and

WHEREAS, the CITY and DEP have reviewed the impacts that may be created by the proposed hybrid corridor and have formulated and agreed to certain proprietary mitigation projects identified below for the impacts to state lands; and

WHEREAS, DEP and the CITY desire to enter into this MOU for the purpose of setting forth the responsibilities of the parties hereto regarding the Crosstown Parkway Extension.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the CITY agrees as follows:

1. Because the Crosstown Parkway Extension will impact state lands, the CITY shall complete the following proprietary mitigation projects ("Proprietary Mitigation Projects"):

- A. **Water Quality Improvements:** The CITY agrees to complete four restoration projects as agreed upon by the CITY and DEP. The four restoration projects, outlined in the Aquatic Preserve Management Plan dated August 2009, are Evans Creek, Site 5 West, Riverplace Upstream, and Otter Trail. The location and information on the restoration projects are shown in the attached Exhibit "B." Although DEP prefers that the CITY implement the Roberts Upstream project (shown in Exhibit "C") as one of the four restoration projects, the project is on private property and may not be accessible. If the Roberts Upstream project can be implemented, the CITY will complete the Roberts Upstream project in place of the Otter Trail project.

The water quality improvements will be achieved by reconnecting oxbows and isolated floodplains and deepening the upstream and downstream ends of Evans Creek to improve flushing. Restoration efforts will include dredging shoals or berms, widening or deepening portions of the waterway, and other work identified by DEP and agreed upon by the CITY. The four restoration projects will be conducted under a single contract. The CITY will complete the four restoration projects to the satisfaction of DEP. The costs incurred by the CITY for the design, permitting, construction, and inspection of the four restoration projects shall not exceed \$2,000,000. If the cost is expected to exceed that amount, the CITY will work with DEP to identify a replacement project that will allow the total costs incurred to remain under \$2,000,000.

- B. **Land Acquisition:** The CITY agrees to purchase approximately 110 acres of wetlands and uplands and convey marketable fee simple title to the TRUSTEES subject only to such encumbrances as are acceptable to the TRUSTEES. The conveyance shall comply with the requirements of Rule 18-

1.013, Florida Administrative Code, and shall require that the property conveyed be in compliance with all state and federal laws concerning the emission, discharge, seepage, release or threatened release of any contaminant, solid waste, hazardous waste, pollutant, irritant, petroleum product, waste product, radioactive material, flammable or corrosive substance, carcinogen, explosive, polychlorinated biphenyl, asbestos, hazardous or toxic substance, material or waste of any kind into the environment. The CITY will enter into negotiations with the property owners in order of priority shown on Exhibit "D". Priorities 1 and 2 have been identified by DEP as the entire Evans property (Parcel ID: 3414-501-4005-000-1) shown in Exhibit "E," and the available undeveloped portions of the Wynne property (Parcel ID: 3427-111-0002-000-5) shown in Exhibit "F." The residents currently living on the Evans property may be granted a life estate as a condition of the sale, subject to the approval of the TRUSTEES. If the Evans and/or Wynne properties cannot be purchased, properties with similar vegetative communities and comparable appraised values will be purchased, as identified in the DEP letter dated May 2009 (Exhibit "G"). All land purchased by the CITY for the TRUSTEES will be enhanced through the removal of exotics for a consecutive period of 5 years after the CITY transfers the property to the TRUSTEES. Removal of exotics can be conducted through mechanical or chemical means from the ground, whichever is most cost-effective. The CITY is responsible for all costs associated with the acquisition and transfer of the property to the TRUSTEES, including, but not limited to, title insurance, survey, and environmental site assessments and cleanup. The costs incurred by the CITY for the removal of exotics and seasonal maintenance shall not exceed \$700,000 for the 5-year period. If the removal of exotics and maintenance of exotics is expected to exceed that amount, the scope of work for the removal and maintenance of exotics will be reduced so as not to exceed \$700,000.

- C. **Recreational Opportunities - Trails:** The CITY agrees to design, permit, construct and provide inspection services for the Savannas Recreation Area Trail (the "Trail") to the satisfaction of DEP and St. Lucie County. The Trail is located within the Savannas Recreation Area between Savannah Road and Midway Road (Exhibit "H"). The Trail is to be a paved multi-use trail approximately 2.5 miles long and a minimum width of 10 feet with five (5) boardwalk crossings over low, wet areas and drainage ditches with no appreciable elevation above the Trail surface. The Trail will serve as a segment within the East Coast Greenway, a multi-state trail that connects Calais, Maine, to Key West, Florida, and will also be a segment of the St. Lucie North-South Trail that connects to the Green River Parkway Trail. The costs incurred by the CITY for the design, permitting, construction, and inspection of the Trail shall not exceed \$1,500,000. If the cost is expected to exceed that amount, the scope of work for the trail project will be reduced so as not to exceed \$1,500,000.

- D. **Recreational Opportunities – Other**: The CITY agrees to construct three recreation projects identified by DEP and shown and outlined on the attached Exhibit “P” to the satisfaction of DEP. The three projects are referred to as the Halpatiokee Canoe Access Replacement, Improvements to Existing Savannas Preserve State Park Education Center, and Improvements to Savannas Preserve State Park Canoe/Kayak Launch. The costs incurred by the CITY for the design, permitting, construction, and inspection of the three recreational projects described below shall not exceed \$2,000,000. If the cost is expected to exceed that amount, the scope of work for the projects will be reduced so as not to exceed \$2,000,000.
- a. *Halpatiokee Canoe Access Replacement* consists of a new canoe and kayak launch south of the existing launch, a 200-foot boardwalk, pavilion, restroom, interpretive kiosk, paved parking for 20 vehicles, paved entrance road approximately 0.25 miles long, and road signage. The boardwalk will be 10 feet wide.
 - b. *Improvements to the Existing Savannas Preserve State Park Education Center* consists of a 3,000-square-foot addition to the existing structure for classrooms and a laboratory, and a 200-foot boardwalk with observation platform to replace the existing path. The boardwalk will be 6 feet wide. The CITY will not be responsible for providing any ADA upgrades to the existing facility.
 - c. *Improvements to Savannas Preserve State Park Canoe/Kayak Launch* consists of an entrance road, parking area, composting restroom, roadside information, and entrance signs.
2. The CITY is obligated to undertake the commitments set forth in this MOU only if a build alternative is approved by FHWA through the EIS process and all necessary permits required to authorize said alternative are granted. All work described herein will commence by the CITY immediately upon approval of the EIS by FHWA and receipt of any necessary permits for the Proprietary Mitigation Projects. With the exception of the exotic removal, the CITY will complete all of the Proprietary Mitigation Projects prior to the commencement of construction of the Crosstown Parkway Extension across the NFSLR.
3. The CITY commits to the completion of the Proprietary Mitigation Projects regardless of which build alternative is chosen as the preferred alternative through the EIS process, even if the impacts from the preferred alternative are less than the proprietary mitigation stipulated in this MOU.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, it is expected that DEP would agree as follows:

1. On December 11, 2009, prior to the actual easement location being determined through the EIS process and FHWA approval, DEP took all six build alternatives (easements) that are depicted on Exhibit "J" to ARC for its review and recommendation to the TRUSTEES.
2. The easements granted by the TRUSTEES together with the environmental resource permit issued by SFWMD shall authorize the construction of the Crosstown Parkway Extension in its entirety, including the bridge, roadway and stormwater management facilities.
3. If the TRUSTEES grant the requested easements and concur with the Proprietary Mitigation Projects, the CITY will complete the Proprietary Mitigation Projects prior to commencement of construction of the Crosstown Parkway Extension across the NFSLR. If the TRUSTEES do not grant the easements, the CITY will not be required to complete the Proprietary Mitigation Projects.
4. The easements granted by the TRUSTEES will comply with all applicable statutory and administrative rule requirements and contain those general and special easement conditions that are approved by the TRUSTEES.
5. The term of the easement over sovereignty lands shall not exceed the life of the Crosstown Parkway Extension or amortization of the improvements. The term of the easement over state-owned uplands shall not exceed the existing or planned life cycle or amortization of the improvements, except the TRUSTEES may grant an easement in perpetuity if the improvement is a transportation facility.
6. Should the no-build alternative be selected as the preferred alternative, the CITY will not be required to complete the Proprietary Mitigation Projects, and the CITY will not require the easements.

The parties hereto have caused this MOU to be executed through their duly authorized signatories on the day and year first above written.


"DEP"

STATE OF FLORIDA DEPARTMENT
OF ENVIRONMENTAL PROTECTION

By: 

Bob Ballard, Deputy Secretary, Land and Recreation

APPROVED AS TO FORM AND LEGALITY

By: 
Gary L. Haiser, DEP Attorney

Date: 4-13-16

"CITY"

CITY OF PORT ST. LUCIE

By: *Patricia P Christensen* (SEAL)

PATRICIA P CHRISTENSEN
Print/Type Name

Title: MAYOR
(OFFICIAL SEAL)





Exhibit "A", Page 1 of 3

Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Charlie Crist
Governor

Jeff Kottkamp
Lt. Governor

Michael W. Sole
Secretary

March 22, 2007

The Honorable Ken Pruitt
President, The Florida Senate
Room 312, Senate Office Building
404 South Monroe Street
Tallahassee, FL 32399-1100

RECEIVED

MAR 23 2007
City Manager's Office

Dear Mr. President:

Over the last couple of years, the City of Port St. Lucie (City) and its consultants have conducted corridor studies for a third east-west crossing of the North Fork St. Lucie River and the surrounding public and private conservation lands. Throughout that process, the Department met several times with City officials, the City's consultants, the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA), and other state and regional agencies to discuss concerns with the various alternative alignments proposed by the City.

Project Status

On August 16, 2006, FDOT posted the City's proposed alignments on FDOT's ETDM¹ website for review by federal, state and local agencies. That "programming" review was completed on October 1, 2006, when interagency team reviewers posted comments on the potential environmental impacts of three proposed alternatives on the St. Lucie River, the North Fork St. Lucie Aquatic Preserve, and the Savannas Preserve State Park. The Department, the Florida Fish and Wildlife Conservation Commission (FWC) and the U.S. Fish and Wildlife Service (USFWS) assigned a "dispute resolution" degree-of-effect (the highest level of concern available under ETDM review) on the following resource categories: Recreation Lands (public conservation lands), Secondary and Cumulative Effects, Water Quality and Quantity, Wetlands, and Wildlife and Habitat.

Under the ETDM process, when a reviewing agency assigns "dispute resolution" as its level-of-concern, the project cannot proceed to FDOT's Project Development Phase other than for the purpose of preparing technical studies and preliminary design work.

¹ Efficient Transportation Decision Making.

"More Protection. Less Process"
www.dep.state.fl.us

The Honorable Ken Pruitt
March 22, 2007
Page Two

necessary to resolve the agencies' objections. On December 5, 2006, FDOT initiated an informal dispute resolution process at an interagency meeting in Fort St. Luce. At that meeting, the City's consultants presented a draft report on alignment alternatives, and the reviewing agencies described their concerns and requested additional information. On December 20, 2006, the City forwarded an update of the Crossstown Parkway Corridor Extension Alternatives Report to the FHWA, DEP, FWC and USFWS for review.

At the December 5th meeting, the City asserted that it had "reserved" bridge landing sites along the river when it conveyed certain conservation lands along the North Fork St. Luce River to the Board of Trustees in 1992. DEP Division of State Lands' records indicate, however, that conveyance of the conservation lands was unconditional and unencumbered.

On February 27, 2007, FDOT advised the Department that the City has decided to pursue formal dispute resolution under EITM, and that it would send an official notification of that election to the Department. To date, I have not yet received any such communication from the City. Under the EITM manual, the next step in the formal dispute resolution process will be the preparation of positions papers by the City and reviewing agencies.

Proposed Alternative Approach

To address resource questions that arose during interagency review of the proposed alternative alignments, the Department suggests that the City consider applying for a Conceptual Approval Permit from the South Florida Water Management District - the agency having environmental resource permitting (ERP) jurisdiction for the project. While a conceptual approval does not authorize construction or operation of the project, it would provide resource agencies with technical data and analysis from which the agencies could determine whether the project is permittable. Until specific, detailed information is submitted to and reviewed by the resource agencies, they will not be able to definitively state whether any of the proposed alignments will be able to meet federal and state permitting requirements.

The application process for a conceptual permit is generally the same as the process for an individual ERP, except that it does not require the same detailed, signed-and-sealed engineering calculations and drawings, or environmental impact analysis necessary for an ERP. While the minute details of siting and mitigation would not be required until later in the project permitting process, the City would have to delineate wetlands and provide reasonable assurance that

- All practicable impact avoidance and minimization options have been explored;
- Sufficient area is available for construction of the staging areas and stormwater treatment ponds;
- A public easement could be granted on state-owned uplands and sovereignty submerged lands; and
- The conceptual mitigation plan will offset the direct, secondary and cumulative impacts of the project.

Exhibit "A", Page 3 of 3

The Honorable Ken Pruitt

March 22, 2007

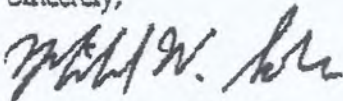
Page Three

The City would apply to the SFWMD for both the conceptual ERP and a sovereignty submerged lands (SSL) authorization at the same time (concurrent review). In addition, the City would also apply to the DEP Division of State Lands, Bureau of Public Land Administration for a public easement or lease over the Savannas Preserve State Park. As a major linear facility, the proposed easement or lease must be reviewed by the Acquisition and Restoration Council (ARC), which then issues a recommendation to the Board of Trustees (Governor and Cabinet), which makes the final decision on the granting of an easement or lease across state-owned submerged lands and uplands.

The end result of the conceptual approval process would be a conceptual permit (ERP) for siting the project and establishment of the basic regulatory requirements for future construction. The advantage of a conceptual ERP is that the City would not have to spend as much money up-front to determine whether the bridge is permissible. The disadvantage is that the City must thereafter obtain an individual ERP for the actual construction and operation of the project.

Regardless of the City's decision on whether to pursue formal dispute resolution under ETDM or submit an application for a conceptual approval permit, the Department remains available for further discussion of available options and alternatives.

Sincerely,



Michael W. Sole
Secretary

MWS/sm

cc: Stephanie Kopelousos, Interim DOT Secretary
Carol Wehle, Executive Director, South Florida Water Management District
Bob Ballard, DEP Deputy Secretary for Land and Recreation

Exhibit "B", Page 1 of 2
Proprietary Mitigation Water Quality Improvement Sites
Crosstown Parkway Extension

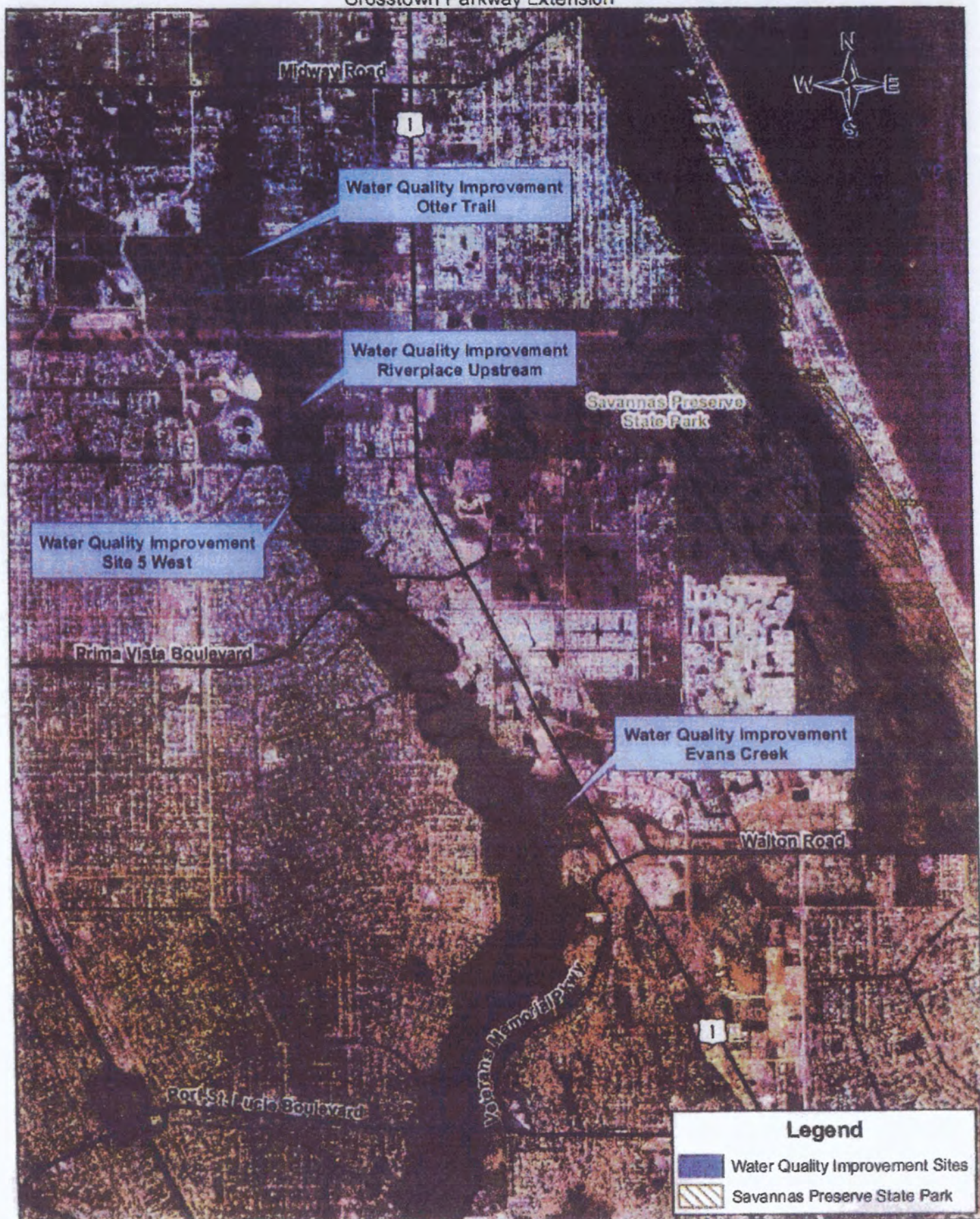


Exhibit "B", Page 2 of 2

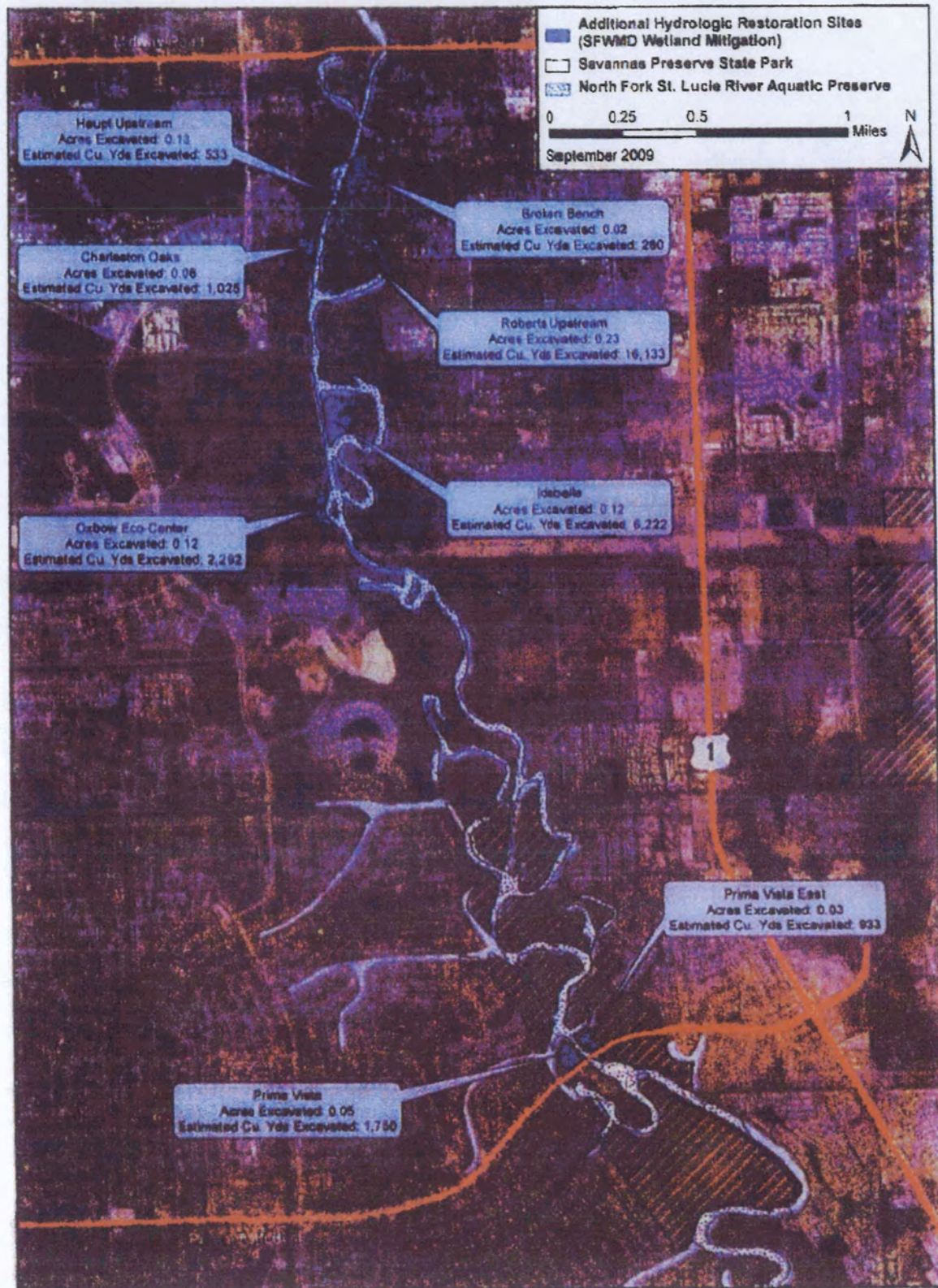
Crosstown Parkway Aquatic Preserve Mitigation and Public Interest Projects

Hydrologic Restoration Site	Land Owner	Acres Excavated	Open Water Acres Improved	Wetland Acres Reconnected	Estimated Cubic Yards Excavated
Evans Creek	Board of Trustees	2.26*	18.68	0.00	20,000
Site 5 West	Board of Trustees	0.13	1.83	9.74	3,667
Riverplace Upstream	River Place on the St. Lucie CDD	0.74	1.65	3.83	10,000
Otter Trail	SFWMD & City of Port St. Lucie	0.10	0.00	14.48	15,777
	Total	3.23	22.16	28.05	49,444.00

* Denotes Acres Dredged

Exhibit "C", Page 1 of 2

Florida Department of Environmental Protection Recommended Non-Proprietary Wetland Mitigation Options for Port St. Lucie's Proposed Crosstown Parkway Extension Project



Aquatic Preserves include all the state-owned submerged lands within their boundaries. This map is not intended for use in determination of wetlands or land ownership. Map produced by the Southeast Florida Aquatic Preserves Field Office, 3300 Lewis St., Ft. Pierce, Florida (772) 429-2995.

Exhibit "C", Page 2 of 2

Crosstown Parkway Non-Proprietary Wetland Mitigation Project Recommendations

Hydrologic Restoration Site	Land Owner	Acres Excavated	Open Water Acres Improved	Wetland Acres Reconnected	Estimated Cubic Yards Excavated
Broken Bench	Private with Confidential Listing	0.02	0.00	7.41	280
Haupt Upstream	Board of Trustees	0.13*	1.17	0.00	533
Roberts Upstream	Justine P. Roberts (Roberts Tree Farm) and Board of Trustees	0.23	5.35	0.00	16,133
Charleston Oaks	J. Hal Roberts Jr. & Janice P. Roberts and James P. Terpening, Jr. & Sherry Terpening	0.08	0.00	2.21	1,025
Idabelle	St. Lucie County	0.12	0.00	7.56	6,222
Oxbow Eco-Center	Port St. Lucie (west) and SPWMD (east) and Board of Trustees (SSL)	0.12	1.05	1.26	2,292
Prima Vista	St. Lucie County & Trust for Public Land	0.05	0.00	2.98	1,750
Prima Vista East	Board of Trustees	0.03	0.00	1.70	933
	Total	0.78	7.57	23.12	29,168.00

* Denotes Acres Dredged

Exhibit "D"
Proprietary Mitigation Land Acquisition Sites
Crosstown Parkway Extension

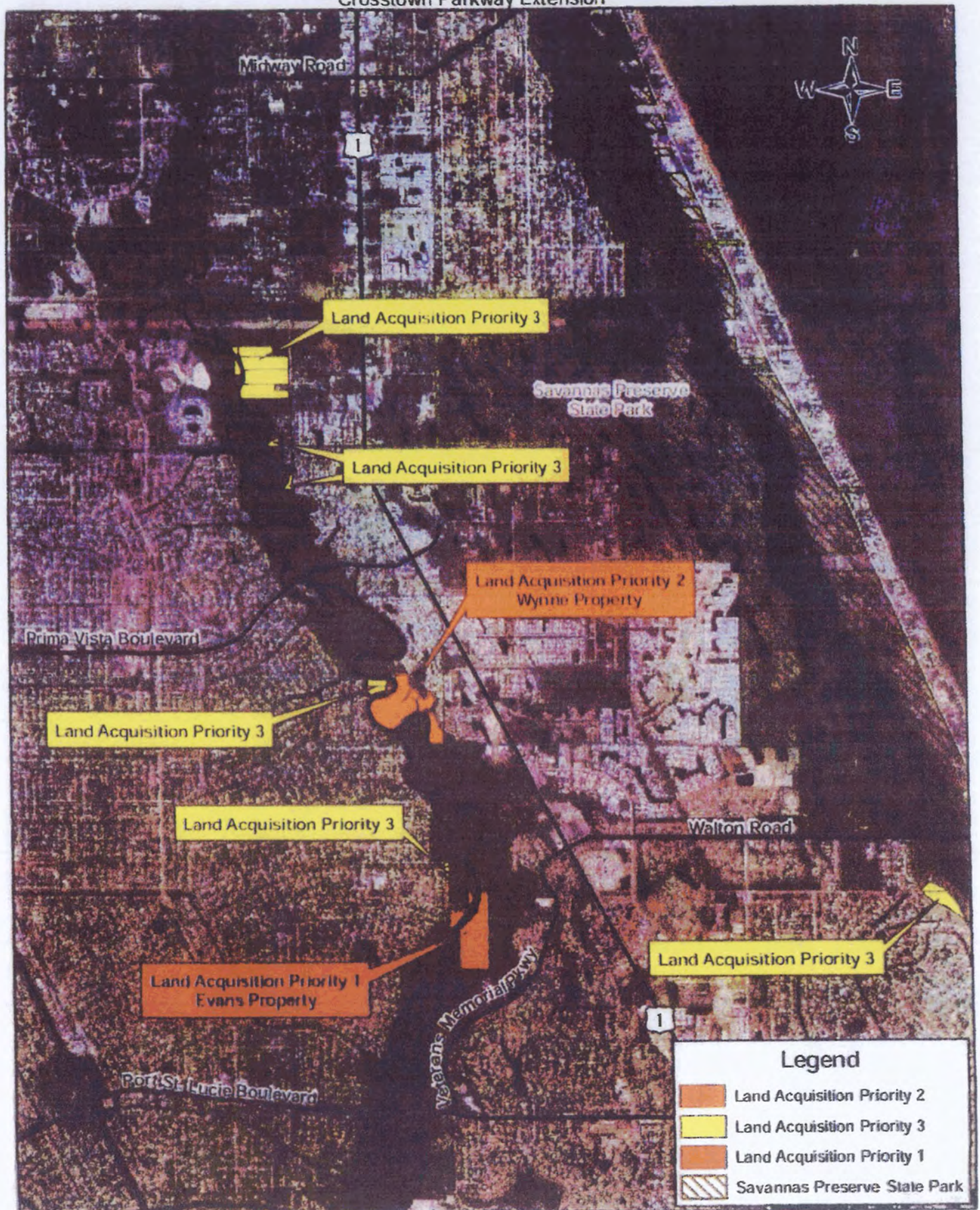


Exhibit "E"

Evans Property
Parcel ID: 3414-501-4005-000-1
Total Acreage: 49.81 Acres

Residence

438
5.62 Acres
AA3

612
10.08 Acres
AA2

612
8.46 Acres
AA2

612
3.80 Acres
AA2

0.86 Acres
AA1

BAVE

612
11.00 Acres
AA2

Exhibit "F"

**DRTH FORK
LUCIE RIVER**

CAMINO DEL RIO

Wynne Building Corp.

Parcel ID: 3427-111-0002-0

Total Acreage: 58.97 Acres

Residence

Dirt Road



Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Charlie Crist
Governor

Jeff Kottkamp
Lt. Governor

Michael W. Sole
Secretary

May 29, 2009

Via Electronic Mail

Mr. Walter B. England, P. E.
City Engineer
City of Port St. Lucie
121 S. W. Port St. Lucie Blvd.
Port St. Lucie, FL 34984-5099

RE: Crosstown Parkway Extension
Mitigation for Impacts to State Lands

Dear Mr. England:

The Department would like to respond to your letter to Bob Ballard and me dated April 6, 2009. For your convenience, our comments will generally follow the order mentioned in your letter. As the City continues to refine information upon which the environmental impact statement and conceptual environmental resource permit will be based, the Department remains committed to providing the City with resource information and technical assistance.

As noted in your letter, the City of Port St. Lucie (City) is currently engaged in two ongoing efforts related to the construction of a third east-west crossing of the North Fork St. Lucie River:

- Compliance with the requirements of the National Environmental Policy Act (NEPA) and the directives of the Federal Highway Administration (FHWA), which include preparation of an environmental impact statement (EIS), and
- Obtaining a conceptual environmental resource permit (ERP) from the South Florida Water Management District (SFWMD or District).

As noted in your letter, the final bridge alignment will be determined through the NEPA process, and the City anticipates submitting a draft environmental impact statement to FHWA and the Florida State Clearinghouse for review by the end of 2009 or early 2010.

Mr. Walter B. England
City of Port St. Lucie
Page 2 of 2
May 29, 2009

The amount and location of "regulatory" mitigation required to offset environmental impacts of the project (*i.e.*, adverse impacts to wetlands and other surface waters) will be determined by the SFWMD during the conceptual permitting process. The City's application for authorization to use state-owned (sovereignty) submerged lands will also be processed by the District, concurrent with the conceptual ERP application. The final determination regarding use of state-owned lands (whether submerged or uplands) will be made by the Governor and Cabinet, sitting as the Board of Trustees of the Internal Improvement Trust Fund (the Board of Trustees).

The parties have also used the word "mitigation" to describe compensation that the City would have to pay to the state for converting the use of public lands to other uses, such as removing the public's access to and use of state-owned recreation lands that may be required for construction of the bridge. For purposes of clarity, the Department will hereafter use the phrase "proprietary mitigation" to describe potential actions or acquisitions that the City could provide to offset its proposed use of state-owned lands.

As mentioned above, the Board of Trustees will determine whether the City's proposed use of state-owned lands meets the requirements of law and, if so, the amount and location of proprietary mitigation required from the City.

With those distinctions in mind, the Department wishes to clarify the following statements contained in the first paragraph on page two of your April 6th letter:

Once all of the agencies agree on a mitigation plan for the impacts to state lands, this mitigation plan would be committed to by the City. If a build alternative is selected as the preferred alternative, the City would anticipate DEP's support for the issuance of the necessary easement to construct the preferred corridor alternative.

The phrase "mitigation plan for the impacts to state lands" refers only to the *proprietary* mitigation requirements for the project's conversion of state lands. It does not include *regulatory* mitigation required to offset environmental impacts. The City should prepare a proprietary mitigation plan for each alignment, because the acquisition or restoration projects to be used as proprietary mitigation should be tailored to the particular resources impacted by that alignment and located within the same management area.

Regarding the second statement, the Division of State Lands – as staff to the Acquisition and Restoration Council (ARC) and to the Board of Trustees – will gather information about the lease or easement being requested and provide it to those bodies. At this time, the Department has not yet been provided with all the information necessary to support the issuance or denial of an easement or lease of state-owned lands.

Mr. Walter B. England
City of Port St. Lucie
Page 3 of 3
May 29, 2009

The Bureau of Coastal and Aquatic Managed Areas (CAMA) has submitted a draft management plan for the North Fork St. Lucie River Aquatic Preserve to ARC staff for review; the draft plan will be presented to the ARC at its June meeting. A paper copy of the proposed management plan (dated April 9, 2009) was provided to the City in early April, receipt of which was acknowledged by the City at the April 16th monthly team meeting. The draft plan is also available at http://www.dep.state.fl.us/coastal/downloads/management_plans/aquatic/NorthFork_Draft_090409.pdf.

The City has asked the Department to provide a list of prioritized acquisition and restoration projects that could serve as potential proprietary mitigation sites for impacts to state lands. Attached please find a map depicting the location and ranking of three land acquisition "packages," as well as four of the highest priority hydrologic restoration sites within the North Fork St. Lucie River Aquatic Preserve. Detailed information collected at each of the four restoration sites (including photographs, LiDAR images and copies of field datasheets) is available from the Southeast Florida Aquatic Preserves Field Office upon request.

Of the three land acquisition packages, the highest priority is the Evans parcel, together with a small adjacent parcel to the south. The second land acquisition priority is the Wynne parcel, and the third is comprised of several smaller parcels that, collectively, would be as beneficial to the Department as the larger "cornerstone" parcels (colored orange on the attached map).

Although three land acquisition packages and four hydrologic restoration projects have been suggested by the Department, the City may be responsible for the purchase of additional parcels or for completing more than one hydrologic restoration project. The SFWMD has stated that the City will be responsible for mitigating the worst-case resource impact scenario as determined by data supplied for the conceptual permit, regardless of the corridor alignment chosen through the EIS process.

In addition to land acquisition and hydrologic restoration, the Department also requires removal of all non-native vegetation on parcels the City acquires as part of a proprietary mitigation plan. Each parcel acquired must be maintained in its enhanced state until the official transfer of management authority to the Savannas Preserve State Park.

With regard to the list of potential proprietary mitigation sites submitted with the City's letter, Department staff evaluated the location of the identified parcels, as well as other properties in the area that would facilitate natural resource protection and management. Sites that appear to be suitable for proprietary mitigation are shown on the attached map.

Exhibit "G", Page 4 of 5

Mr. Walter B. England
City of Port St. Lucie
Page 4 of 4
May 29, 2009

The following additional information is needed for each of the potential proprietary mitigation sites identified by the City's consultants in the April 6th letter:

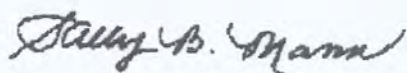
1. Total acreage of the parcel;
2. Delineation and calculated area of each natural area type;
3. Delineation, identification, and calculated area of non-native species; and
4. Identification and abundance of listed species located onsite.

Upon submission of that information, staff will ground-truth the parcels to confirm the information provided by the consultants and provide follow-up requests for any additional information that may be necessary.

The Division of State Lands does not have "a list of preferred restoration and enhancement projects" within the Savannas Preserve State Park or a "formula for determining secondary effects to state lands and for determining mitigation required for direct impacts to state lands."

Should you have any questions or require additional information, please do not hesitate to contact Deputy Secretary Ballard or me.

Best regards,



Sally B. Mann, Director
Office of Intergovernmental Programs

Enclosure

cc: Bob Ballard, Deputy Secretary for Lands and Recreation
Lee Edmiston, Director, Office of Coastal and Aquatic Managed Areas
Greg Brock, Division of State Lands
Albert Gregory, Office of Park Planning
Scott Woolam, Public Land Administration
Lauren Milligan, Office of Intergovernmental Programs
Laura Herran, North Fork St. Lucie River Aquatic Preserve
Dan Griffin, Savannas Preserve State Park
Paul Rice, Savannas Preserve State Park
Mindy Parrott, South Florida Water Management District

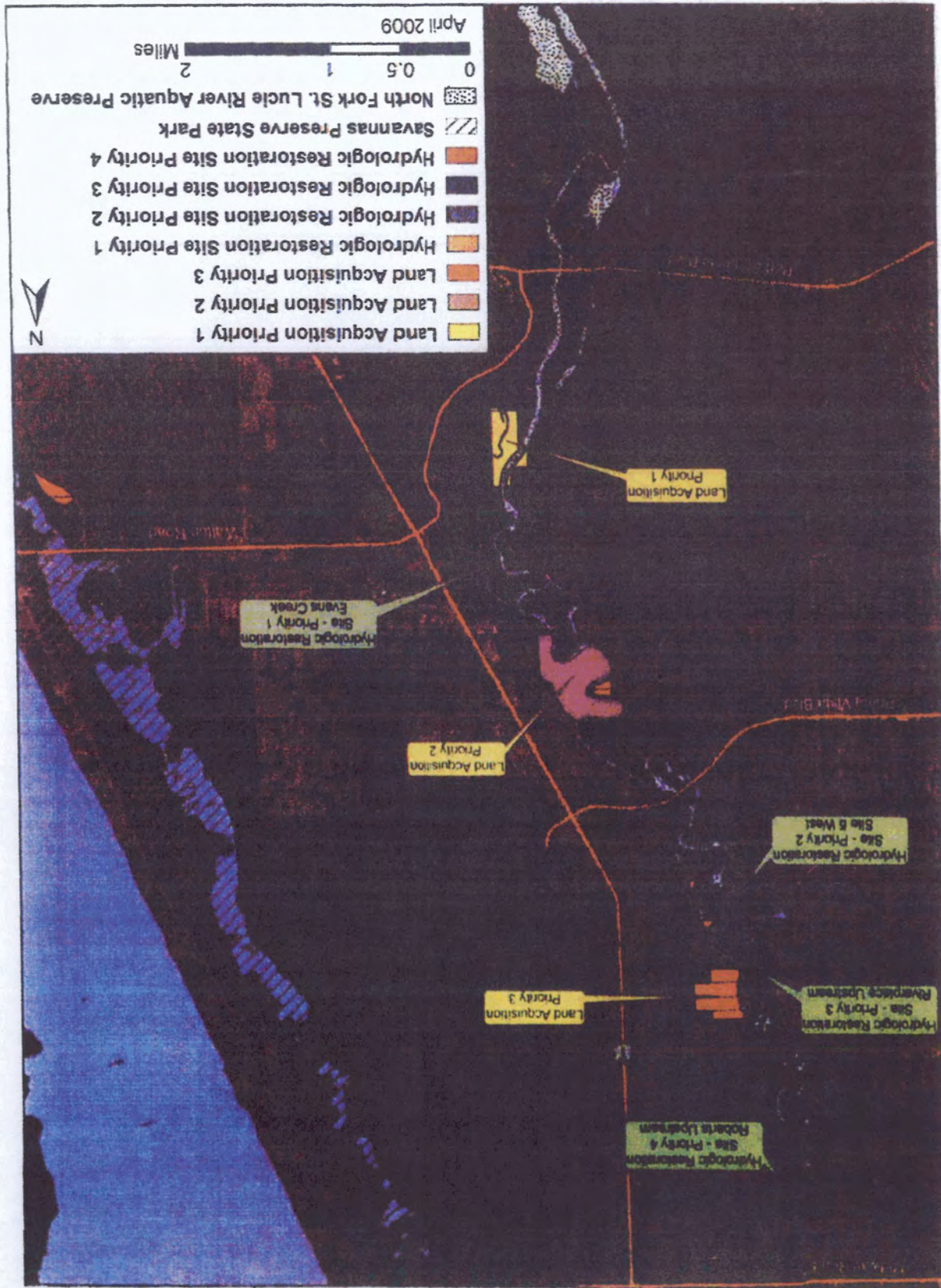


Exhibit "H", Page 1 of 2

Crosstown Parkway Mitigation Project, Greenways and Trails

Provided by the *FDEP Office of Greenways & Trails* and staff of the *St. Lucie Urban Area Transportation Planning Organization*

Project Name

Savannas Recreation Area Trail

Project Location

Within Savannas Recreation Area (county owned park), between Savannah Road and Midway Road

Project Description

Paved multi-use trail (approximately 2.5 miles long) with 5 recreational bridges

Connectivity/Recreational Benefit

State and National: This multi-use trail is within Florida's planned Statewide Multi-Use Trail Network and will also serve as a segment within the East Coast Greenway, a multi-state trail that connects Calais, Maine to Key West, Florida

Local: The trail is a segment of the St. Lucie North-South Trail which connects to the Green River Parkway Trail

Estimated Cost for Construction

Paved trail based on approximately 2.5 miles x minimum 10 ft width = \$500,000 to \$750,000

5 recreational bridges/boardwalk based on 750 linear feet x 10 ft width = \$300,000 to \$375,000

Project Construction Total = Ranging from \$800,000 to \$1.125 million

Exhibit "H", Page 2 of 2
Proprietary Mitigation Recreational Opportunities - Trails
Crosstown Parkway Extension



Exhibit "I", Page 1 of 2

Port St. Lucie Crosstown Parkway
Potential Net Benefit Projects

Halpatiokee Canoe Access Replacement

Estimated Cost*

- Canoe/kayak launch
- Boardwalk (10 ft. x 200 ft.)
- Pavilion
- Restroom
- Interpretive kiosk
- Paved parking (20 vehicles)
- Paved road (0.25 mi.)
- Road signs

Subtotal \$430,000

Improvements to Existing Savannas Preserve State Park Education Center

Education Center Improvements

- Boardwalk to marsh (6 ft. x 200 ft.)
w/ observation platform
(replaces natural surface path for
improved accessibility) \$66,000
- Classroom and laboratory addition
to support existing demand for K-12 classes
with equipment and exhibits \$700,000

Subtotal \$766,000

Improvements to Savannas Preserve State Park Canoe/Kayak Launch

- Canoe/kayak launch road, parking, composting
restroom, roadside information and entrance signs

Subtotal \$265,000

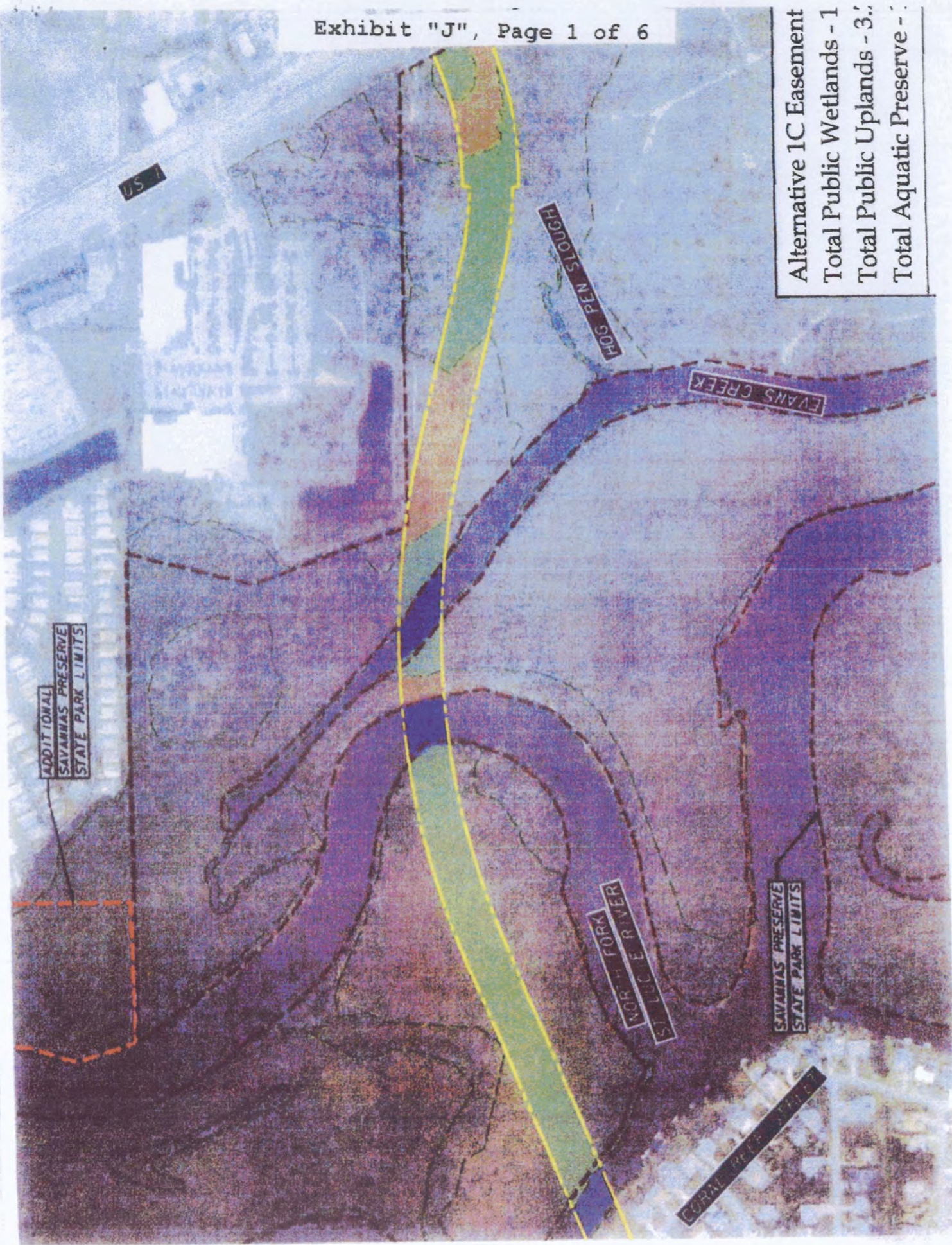
Total \$1,461,000

* Includes standard cost plus design and permitting costs and contingency

Exhibit "I", Page 2 of 2
Proprietary Mitigation Recreational Opportunities - Other
Crosstown Parkway Extension



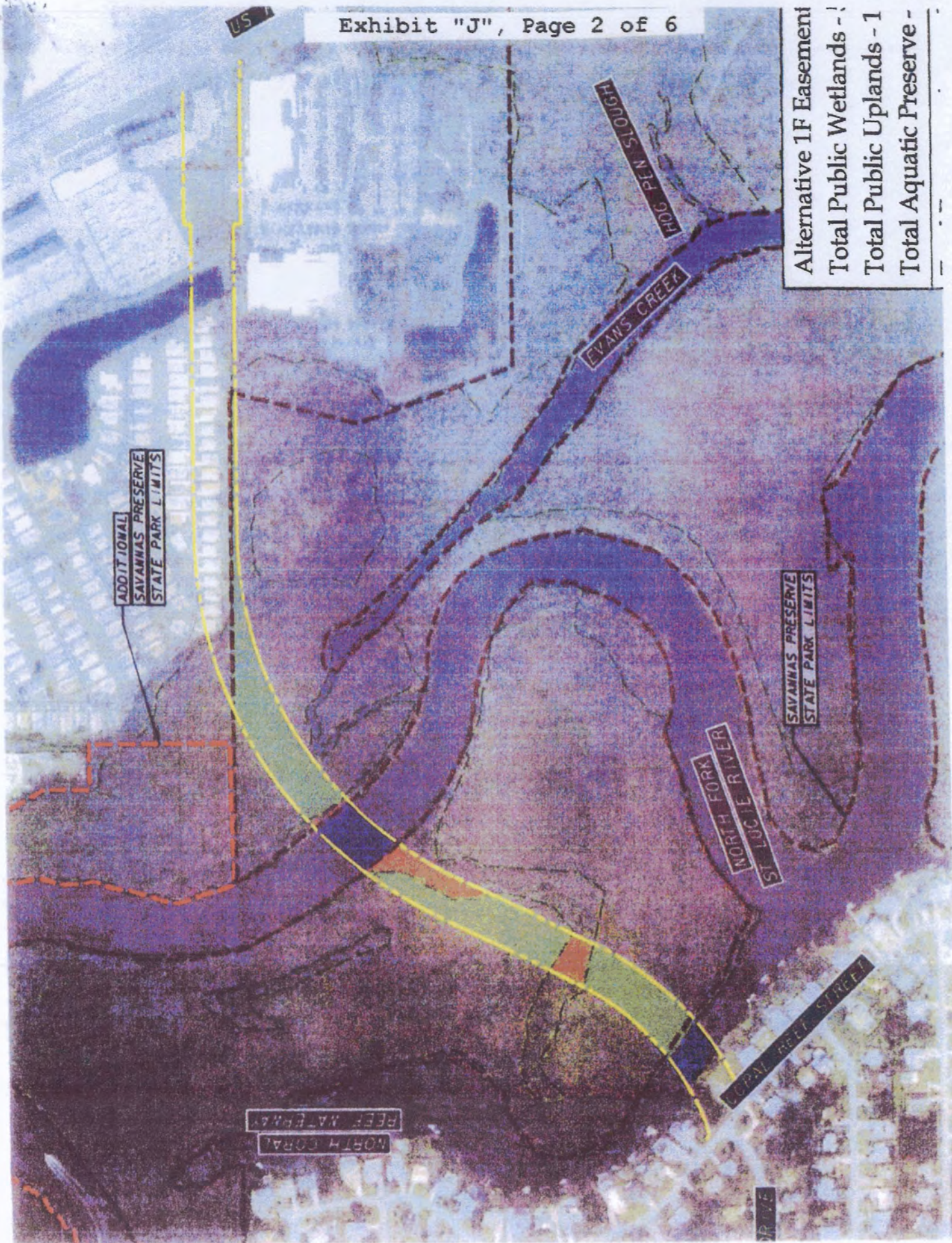
Alternative 1C Easement
Total Public Wetlands - 1
Total Public Uplands - 3.
Total Aquatic Preserve - .



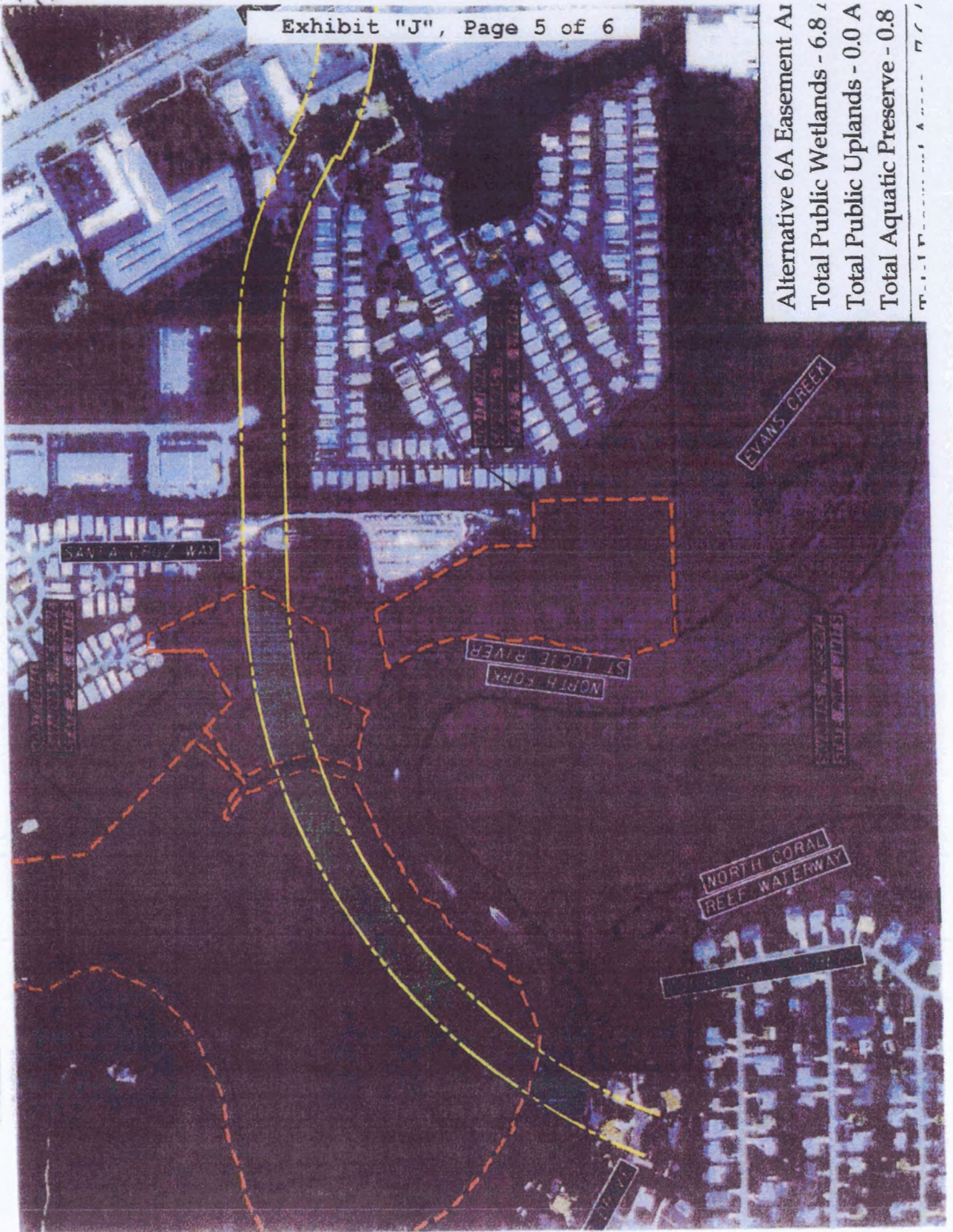
US

Exhibit "J", Page 2 of 6

Alternative 1F Easement
Total Public Wetlands - 1
Total Public Uplands - 1
Total Aquatic Preserve -



Alternative 6A Easement A
Total Public Wetlands - 6.8
Total Public Uplands - 0.0 A
Total Aquatic Preserve - 0.8



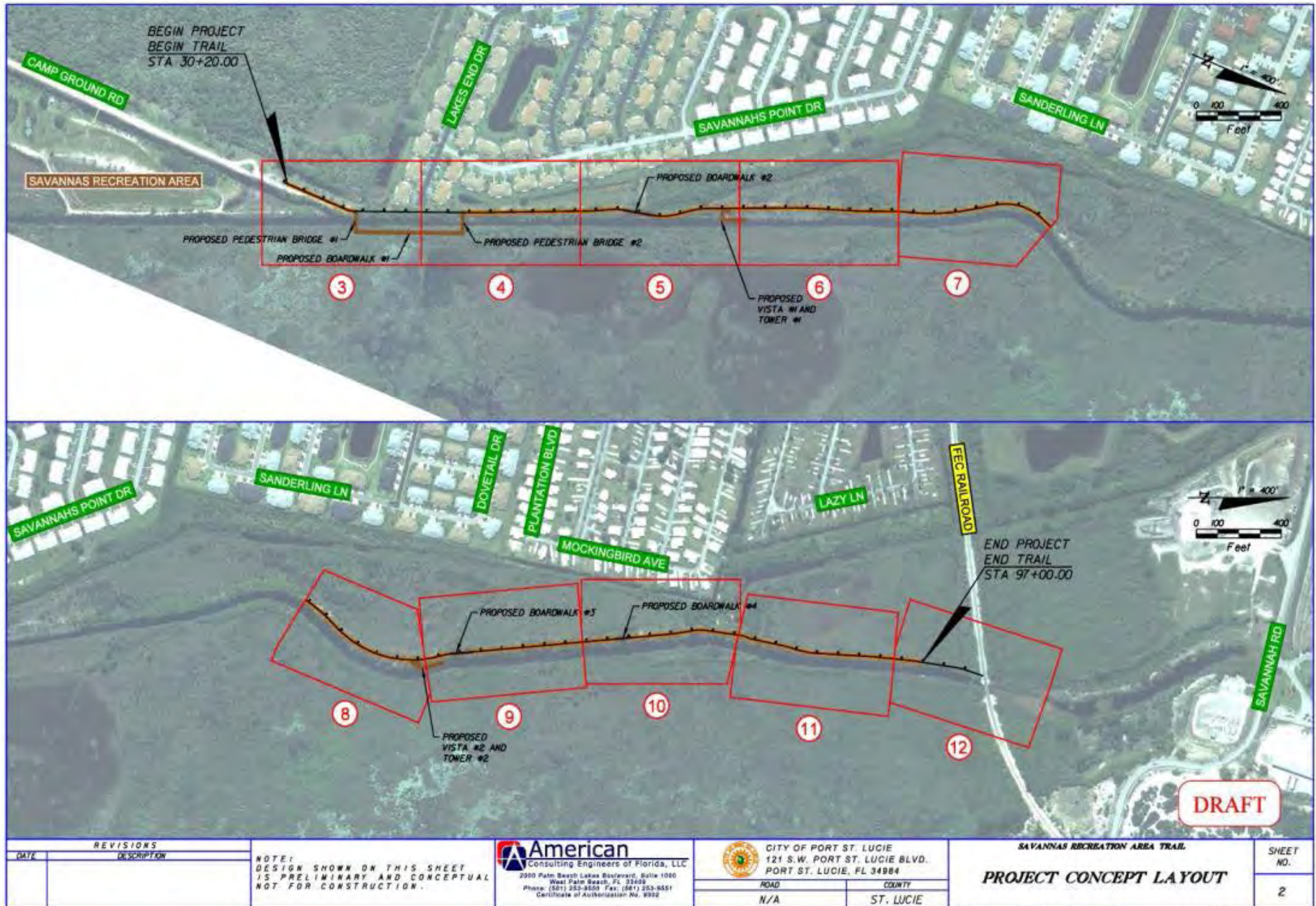
Alternative 6B Easement Area
Total Public Wetlands - 4.1 Acres
Total Public Uplands - 0.1 Acres
Total Aquatic Preserve - 1.7 Acres

ATTACHMENT F

*Proprietary Mitigation
Conceptual Plan
Recreational Opportunity - Trail

Savannas Recreation Area Trail*

Savannas Recreation Area Trail



ATTACHMENT G

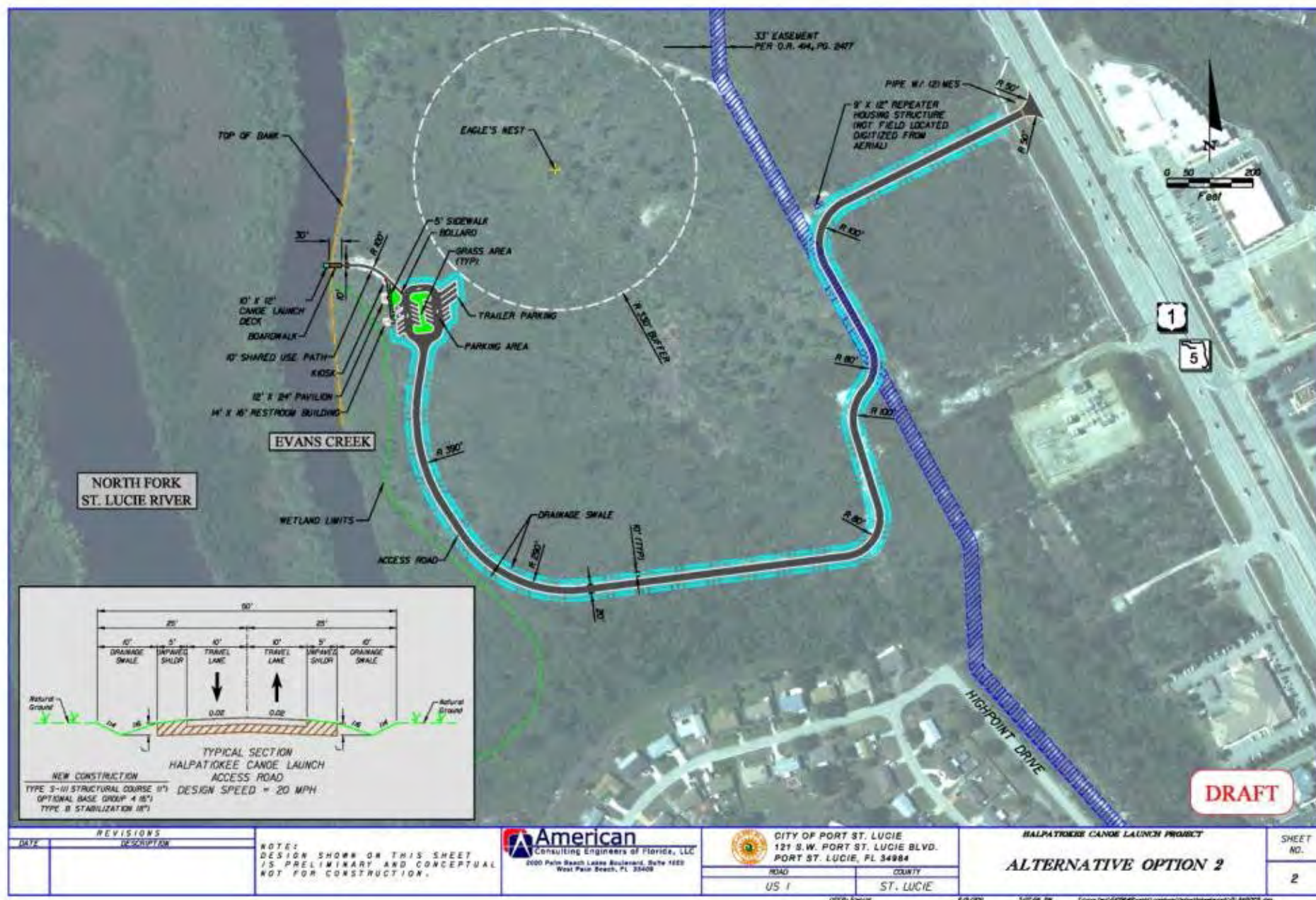
Proprietary Mitigation

Conceptual Plan

Recreational Opportunity – Other

Halpatiokeee Canoe Access Replacement

Halpatiokee Canoe Access Replacement

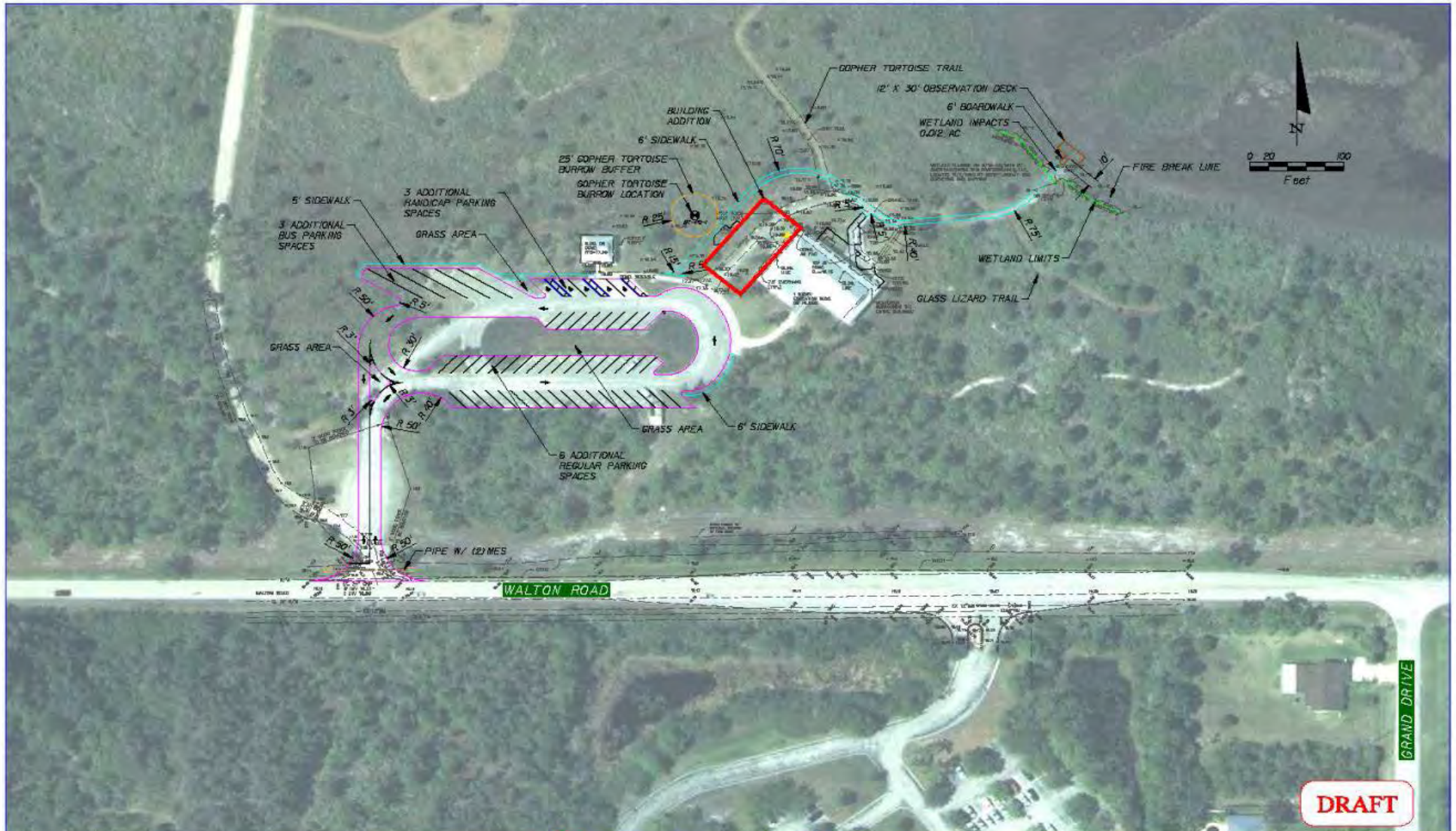



ATTACHMENT H

*Proprietary Mitigation
Conceptual Plan
Recreational Opportunity - Other*

Improvements to the Savannas Preserve State Park Education Center

Savannas Preserve Education Center



REVISORS		 Consulting Engineers of Florida, LLC 2020 Palm Beach Lakes Boulevard, Suite 1000 West Palm Beach, FL 33410	 CITY OF PORT ST. LUCIE 121 S.W. PORT ST. LUCIE BLVD. PORT ST. LUCIE, FL 34984	SAVANNAS PRESERVE STATE PARK EDUCATION CENTER IMPROVEMENTS PREFERRED ALTERNATIVE		SHEET NO. 2
DATE	DESCRIPTION			ROAD	COUNTY	
				WALTON ROAD	ST. LUCIE	

NOTE:
DESIGN SHOWN ON THIS SHEET
IS PRELIMINARY AND CONCEPTUAL
NOT FOR CONSTRUCTION.

ATTACHMENT I

Public Hearing - September 22, 2011
Transcripts of the Verbal Comments

PUBLIC HEARING

RE: CROSSTOWN PARKWAY EXTENSION PD&E - EIS

9221 S.E. Civic Center Place
Port St. Lucie, Florida 34952

September 22, 2011

6:00 p.m. - 8:40 p.m.

IN ATTENDANCE:

John Krane, Keith and Schnars

Michael L. Davis, Keith and Schnars

Jerry Bentrutt, PSL City Manager

Patricia Roebling, PSL City Engineer

Beatriz Caicedo-Maddison, FDOT District 4

P R O C E E D I N G S

MR. PERRY: Craig Perry and my address is 2150 Southwest Venus Street. I just wanted to say that I had great support for 2A or 1C and really, as a business owner in the town, it would be really, really helpful to have better transportation routes. So the faster the better, please.

MS. MILLER: Michele Miller and it's 8505 South Federal Highway in Port St. Lucie 34952.

Gary Moore, same address.

MR. MOORE: 1C for me.

MS. MILLER: I think 1C is the only option that makes the most business sense to connect both sides of the City. Thank you.

MR. FORMAN: William L. Forman, 2091 Southeast Giffen Avenue, Port St. Lucie. I would recommend option 1C, because there would be less residential impact, close to Route 1; Crosstown would intersect at Route 1 at an industrial area, as opposed to a residential area. There would be direct access to the hospital from out west. Village Green is already dual lane and the Crosstown would not be constructed next to any residential areas. That's about it.

1 MR. BATISTA: My name is Abraham Batista and
2 my address is 1313 Proctor Lane, Port St. Lucie,
3 West Virginia, right in the corner of what's
4 going on. What I want to know is are they going
5 to continue through West Virginia or are they
6 going to go through different routes? Because
7 they bought everybody -- practically everybody on
8 West Virginia, including my brother that was
9 right next to me. There's nine houses left right
10 on West Virginia and, you know, they bought a lot
11 of people out and these people didn't want to
12 move, but they bought them out. So I would like
13 to know why would they go any other way when they
14 already spend so much money buying all these
15 people's houses and there's only nine houses
16 left.

17 I don't think it makes any sense going any
18 other way, because now they're going to spend
19 more money buying other people's houses; and now
20 you're going to have a whole bunch of empty lots.
21 I would like to know what is it that they're
22 really going to do, are we going to continue
23 through West Virginia or are we going to go
24 through another direction, because I want them to
25 continue through West Virginia.

1 MR. LOMBARDI: Everybody wants that. The
2 City wanted that. The State insists -- They took
3 2A off, the City did. I have the documentation.
4 I was on the Mayor's committee four years ago.
5 I've been in the middle of this thing here. I
6 live across the street from here. They want to
7 bring that 2A right in front of my house.
8 There's no logic to it. You got to take 67
9 additional houses --

10 MR. BATISTA: Exactly.

11 MR. LOMBARDI: -- when you already condemned
12 the houses on West Virginia.

13 MR. BATISTA: There's nine houses left on
14 West Virginia.

15 MR. LOMBARDI: That's correct. There's no
16 logic to it at all, none. The logic is for some
17 reason the State insisted that 2A be put back on,
18 the Walters Terrace thing be put back on. Now,
19 there are people there who never expected to be
20 moved and now they're all getting wrecked. Now,
21 what happened to the guy who gave up his house
22 and now what happens to him?

23 MR. BATISTA: Like my brother next to me.

24 MR. LOMBARDI: Now he's gone, the house is
25 gone. Now what?

1 MR. BATISTA: Now he went and bought a
2 house -- he went and built a house in Savona and
3 it happens to be a Chinese drywall house. Now,
4 he's suffering because -- He was there for 17
5 years. The City bought him out and now he's
6 stuck with a house.

7 MR. LOMBARDI: In a nutshell, a lot of
8 hardship and turmoil and it really never had to
9 happen. A little better planning should have
10 occurred. There's no question about that. There
11 should have been permits that were secured long
12 ago, not now.

13 MR. BATISTA: That's right.

14 MR. LOMBARDI: Once you get into the grip of
15 the Environmental Protection anywhere in this
16 country, you've got large problems. They want to
17 count every bug, every squirrel, and to hell with
18 people. That's what it's all about.

19 MR. BATISTA: And that's wrong because
20 animals will find their ways right back.

21 MR. LOMBARDI: As far as this issue is
22 concerned, the original route, West Virginia
23 across to Village Green, was then and is now the
24 best and only way they should go.

25 MR. BATISTA: That's right. I agree with

1 you.

2 MR. LOMBARDI: Period. That's what it
3 should say. If you want to hear more politics, I
4 can give you more politics as to why they're not
5 going north. There are all kinds of reasons why,
6 but they're not really germane to the argument.

7 The simple fact, this gentleman has it
8 right, West Virginia, which is 1C.

9 My name is Ben Lombardi. I'm a board member
10 of the Villas of the Village Green and currently
11 I'm the vice president and hope to speak tonight.
12 There, I think I said enough.

13 MS. SIMMONS: Pat Simmons, 968 Southeast
14 Browning Avenue, Port St. Lucie. I have several
15 concerns. I live -- I just found out I live in
16 the zone that I will lose my house, if Walters
17 Terrace is chosen. My concern about that
18 farthest southern route, 2C and D I think it is,
19 there's a grade school right there and a daycare;
20 and the traffic is horrendous as it is. I have a
21 concern for the kids with that kind of a major
22 highway right next to a school. And also with
23 the daycare, it just doesn't seem like they're
24 taking that into effect. It's a family community
25 neighborhood, a lot of kids. A lot of us, most

1 of us have been there for over twenty years.
2 Also, it doesn't make any sense to me if they're
3 going West Virginia, why they would come six
4 blocks south and then have to turn to go across.
5 Why don't they just carry it across.

6 I understand there's -- it's the environment
7 versus people at this point and I get that.
8 That's why I'm here, I want to know more about
9 that. But I'm hoping that with having all that
10 said, they will take into account the schools and
11 the children and the traffic. That's it.

12 MS. CHRISTENSEN: Pat Christensen. I've
13 been a resident of the City for the last 27 years
14 and I feel very adamant that the 1C route would
15 be the best route for the west -- the Crosstown
16 Parkway bridge. It would be beneficial both for
17 economic purposes, as well as emergency access
18 route for when we have disasters, such as
19 hurricanes, and we have to do evacuations and so
20 on, in addition to the fact that as an economic
21 catalyst to spur more economic development along
22 the U.S.1 corridor.

23 MR. CHRISTENSEN: The same thing.

24 MS. CHRISTENSEN: He's with me.

25 MR. CHRISTENSEN: Frans, F-R-A-N-S,

1 Christensen.

2 MR. FERRARA: Mike Ferrara. My address is
3 1491 Southeast Asheville Court. That's Port
4 St. Lucie. I'd like to talk about the different
5 routes that they want to take. I'm proposing the
6 1C route and my reason for that is that it's
7 practically in the middle between Prima Vista and
8 Port St. Lucie Boulevard, so that you won't have
9 heavy congestion in one area.

10 If it goes with 6A, it'll be very close to
11 Prima Vista; and if you go to 2A, you'll be right
12 by Veterans Memorial Parkway, which will affect
13 me personally, because I happen to live right
14 there. But aside from that, it's just a question
15 of if you put it there, you're closer to Port
16 St. Lucie Boulevard and the traffic congestion
17 will be greater because people, instead of taking
18 Port St. Lucie Boulevard, that are in a hurry to
19 get to the west side will come to 2A. Same thing
20 with Prima Vista, they'll come to 2A rather than
21 go through all the lights getting up to the west
22 side. So I feel that -- that's why I feel that
23 the 1C route is the better route to take. It
24 brings you into Village Green Drive. It's all
25 commercial, there's no residential in that area.

1 And it also a quicker route to the hospital,
2 because there's no lights between U.S.1 and
3 Walton Road. There's only one light. After
4 that, you're right at the hospital. If you go
5 the other way, you've got the light at Walton
6 Road, you've got the light at Lyngate, and to get
7 the hospital another light almost by the
8 hospital. So it'd take much longer to get to the
9 hospital in an emergency than going through
10 Village Green Drive. That's what I feel.

11 Like I said, the State, the City and -- As
12 far as I know, the City is for the 1C route. I
13 was with the task force with the mayor that was
14 just here. She was the former mayor. And I
15 tried -- I went out and got petitions signed for
16 the 1C route so that we would let Tallahassee
17 know that this is the route that we prefer.

18 So far as I'm concerned, they're dragging
19 their feet because they're waiting for the
20 federal government to give the okay. From what I
21 understand, it's going to take, the completion,
22 till 2017, which is quite awhile.

23 Let me say the other reason for it is the
24 fact that once the downtown area gets built, say
25 within the next five to ten years, that's going

1 to be more traffic there. So 2A will be very,
2 very congested if that's the route that they
3 choose, because it's right where the downtown
4 area is going to start. So there'd be a lot of
5 traffic. This downtown area is supposed to have
6 a couple of office buildings, supposed to have a
7 lot of stores, restaurants. It's going to have
8 some homes being built here, as well as a hotel.
9 So there's a lot going on right here at this
10 particular area. We're going to normally have a
11 lot of traffic here once that is built. So
12 that's what they've got to consider when they
13 pick the route, as to which would be the least to
14 alleviate traffic and my suggestion is 1C.

15 MR. NILSSON: Don Nilsson, N-I-L-S-S-O-N,
16 1498 Southeast Ashford Place, Port St. Lucie.
17 Florida 34952, Villas of the Village Green
18 Property Owners Association and I'm the
19 President. We're very concerned about what route
20 they're going to take. As far as we're
21 concerned, we think the best route would be 1C
22 connecting it up with Village Green. That's what
23 I've got to say. As far as we're concerned,
24 that's the best way to go.

25 MR. McAF00S: Richard McAfoos,

1 M-C-A-F-O-O-S, 1556 Southeast Westmoreland
2 Boulevard, Port St. Lucie 34952. 1C for me is
3 the only sensible, practical, effective and
4 efficient crossing to be selected, period. It's
5 the 1C.

6 MR. BENTROTT: It's seven o'clock and the
7 public hearing portion is ready to begin. My
8 name is Jerry Bentrrott. I'm the City Manager for
9 the City of Port St. Lucie. This is the hearing
10 relative to the Crosstown Parkway Extension PD&E
11 Study and Environmental Impact Statement. The
12 proposed project is to extend Crosstown Parkway
13 over the North Fork of the St. Lucie River
14 starting from Manth Lane over to U.S.1.

15 With me tonight here on the front table is:
16 Miss Beatriz Caicedo-Maddison. She's the project
17 manager for Florida Department of Transportation
18 District 4. Patricia Roebling, City Engineer,
19 for the City of Port St. Lucie. Michael Davis,
20 Vice President of Keith and Schnars, the
21 consultant for this project. And we have
22 Mr. John Krane, Director of Transportation
23 Planning for Keith and Schnars.

24 At this time, I would like to ask all the
25 other members of the project team from all the

1 consulting groups and the City staff who have
2 been working on this project for a very long
3 time, would you please stand.

4 Rather than try to name all the officials
5 that are here, and I know I would miss some, I
6 would please ask that all officials from the
7 City, County, State, federal agencies, South
8 Florida Water District, FDOT, would you all
9 please stand.

10 I'd also like to just convey my appreciation
11 to City staff and staff of Keith and Schnars for
12 setting up the room tonight. I think it's been
13 working out very well for people to observe the
14 various components and to get their comments in;
15 and I just want to thank all the staff and people
16 who have been working to get the room set up.

17 At this point, I'd like to get the lights
18 turned down. We're going to have a Power Point
19 presentation and then after that we will go into
20 the public hearing portion of the evening.

21 (Thereupon, the following Power Point
22 presentation was shown.)

23 The City of Port St. Lucie, in cooperation
24 with the Florida Department of Transportation,
25 welcomes you to this Public Hearing for the

1 Crosstown Parkway Extension Project Development
2 and Environment or PD&E study.

3 This project has been designated as an
4 Environmental Impact Statement which requires the
5 highest level of analysis, documentation and
6 review under the National Environmental Policy
7 Act or NEPA.

8 This public hearing is being held relative
9 to State Project Number 410844-1-A8-01,
10 Federal-aid Project Number 7777-087-A and
11 Efficient Transportation Decision Making Number
12 8247. The proposed project involves extending
13 Crosstown Parkway from Manth Lane across the
14 North Fork St. Lucie River to U.S.1, a distance
15 of approximately two miles in St. Lucie County,
16 Florida. The project study area shown here is
17 bordered on the north by Fallon Drive, on the
18 south by Thornhill Drive, on the west by Manth
19 Lane and on the east by U.S.1.

20 The purpose of this public hearing is to
21 share information with you, the public, about the
22 proposed project, the conceptual design, the
23 alternatives under study, and potential
24 beneficial and adverse, social, economic and
25 environmental impacts upon the community. This

1 public hearing also provides you an opportunity
2 to express your comments, views and concerns
3 regarding the project and its impacts upon the
4 community.

5 This public hearing is being held in
6 accordance with the Federal-aid Highway Act of
7 1968, as amended; 23 United States Code 128; 40
8 Code of Federal Regulations 1500 through 1508; 23
9 Code of Federal Regulations 771; Section 339.155,
10 Florida Statutes; Executive Order 11988,
11 Floodplain Management; and Executive Order 11990,
12 Protection of Wetlands.

13 This study is being conducted by the City of
14 Port St. Lucie through a Local Agency Program
15 Agreement with the Florida Department of
16 Transportation District 4, or FDOT. The Federal
17 Highway Administration, or FHWA, serves as the
18 lead agency. In addition, five cooperating
19 agencies provide input and guidance in their
20 areas of regulatory expertise.

21 Because this project involves a federal
22 action, approvals will be acquired from both the
23 FDOT and FHWA. Therefore, the project is being
24 undertaken in accordance with State and federal
25 regulations and guidelines.

1 This public hearing was advertised
2 consistent with the federal and State requirement
3 and is being conducted consistent with the
4 Americans with Disabilities Act of 1990. The
5 hearing was advertised in local newspapers, in
6 the Florida Administrative Weekly, through direct
7 mail-outs, in press releases, and on the project
8 website.

9 The FDOT is required to comply with various
10 non-discrimination laws and regulations,
11 including Title 6 of the Civil Rights Act of
12 1964. Public participation is solicited without
13 regard to race, color, national origin, age, sex,
14 religion, disability or family status. Persons
15 wishing to express their concerns about Title 6
16 may do so by contacting the offices shown here.
17 These offices are also identified in your handout
18 and on the display boards here tonight.

19 There are three primary components to
20 tonight's hearing. First, the open house, which
21 occurred prior to this presentation where you
22 were invited to view the project displays and to
23 speak directly with the project team. Second,
24 this presentation, which will explain the project
25 purpose and need, study alternatives, potential

1 impacts, both official and adverse, and proposed
2 methods to mitigate adverse project impacts; and
3 third, a formal comment period following this
4 presentation where you may provide oral
5 statements at the microphone.

6 This graphic illustrates the steps we are
7 following to comply with the PD&E and NEPA
8 regulations for this project. The steps are:
9 Defining the purpose and need for the project;
10 conducting the Efficient Transportation Decision
11 Making, or ETDM, programming screen and agency
12 coordination; development and evaluation of
13 alternatives to meet the purpose and need;
14 preparation of the Draft Environmental Impact
15 Statement which documents evaluation of
16 alternatives; continuous public involvement and
17 outreach, culminating in this public hearing;
18 selection of a preferred alternative; preparation
19 of the Final Environmental Impact Statement; and
20 approval of the project by FHWA through a Record
21 of Decision.

22 Many key milestones have been accomplished
23 on this project. The Project Kick-Off meetings
24 were held on July 10, 2008. Engineering and
25 environmental analyses were conducted and

1 accompanying Technical Reports were developed.
2 The Alternatives Public Workshop was held on June
3 4, 2009. The Draft Environmental Impact
4 Statement has been completed and was approved for
5 public availability by the FHWA on July 1, 2011.
6 And today we are at the project Public Hearing.

7 The Final Environmental Impact Statement is
8 scheduled to be completed by September of 2012
9 and FHWA's Record of Decision for this project is
10 anticipated for December of 2012. Public
11 involvement and outreach occurs throughout the
12 project.

13 Based on FHWA signing the Record of Decision
14 in December 2012, design is anticipated to be
15 completed in 2013. Right-of-way acquisition is
16 anticipated to be completed in 2014 and
17 construction is anticipated to be completed in
18 2017.

19 The purpose of this project is to provide
20 additional bridge capacity to accommodate the
21 existing and projected travel demand, and to
22 relieve the existing river crossings of their
23 highly congestive conditions.

24 The City of Port St. Lucie has experienced
25 substantial growth in the last two decades. As a

1 result of this growth, the Port St. Lucie
2 Boulevard and Prima Vista bridges both exceed
3 their daily capacity. In fact, the traffic
4 volume crossing the river is projected to
5 increase by over 48 percent by the year 2037.
6 This congestion will only get worse with
7 continued growth, resulting in delays to
8 motorists and negative impacts to emergency
9 response and safety.

10 While growth has slowed because of the
11 economic recession, the 2010 population
12 projections by the Bureau of Economic and
13 Business Research predicts that St. Lucie County
14 will have the fifth largest percentage increase
15 in population, 71 percent, out of all Florida
16 counties through 2035.

17 The need for a third river crossing is
18 identified in, and is consistent with, the City
19 of Port St. Lucie Comprehensive Plan, and the
20 St. Lucie County Transportation Planning
21 Organization's Regional Long-Range Transportation
22 Plan.

23 This project was screened through the FDOT
24 ETDM process, which is a desktop review by the
25 review and regulatory agencies. Their review

1 identified the issues and focus areas for the
2 project. FHWA subsequently determined that an
3 EIS should be prepared, and that this and further
4 coordination with the review by regulatory
5 agencies would be the best way to address their
6 issues.

7 Five corridors were evaluated in the initial
8 screening process to address the need for the
9 projected six-lane crossing. Based on the
10 analysis conducted, Corridor 5, the Crosstown
11 Parkway Corridor, was identified as the best
12 corridor to meet the needs of this project. The
13 result of the corridor selection process was
14 documented in the report titled: Analysis of
15 Potential River Crossing Corridors (To Reduce
16 River Congestion) June 2008.

17 The project typical section was also
18 established as part of the Corridor evaluation.
19 Two roadway typical sections were developed for
20 the project. West of the river, the proposed
21 typical section would be a suburban cross section
22 consisting of three 12-foot travel lanes and a
23 14-foot outside shoulder, including a 5-foot
24 paved designated bicycle lane, in each direction.
25 Travel lanes would be separated by a 32-foot

1 raised landscaped median with curb and gutter.
2 The proposed right-of-way width for the typical
3 section would be 330 feet.

4 East of the river, the proposed typical
5 section is a 6-lane divided urban section with
6 three 12-foot travel lanes, a 5-foot designated
7 bicycle lane and 8-foot sidewalks in each
8 direction, separated by a 30-foot raised grassed
9 median with curb and gutter. The proposed
10 right-of-way width for the typical section would
11 be 144 feet.

12 The proposed bridge typical section would
13 consist of two parallel twin structures, each
14 consisting of three 12-foot lanes, one-foot
15 six-and-a-half-inch wide traffic railing
16 barriers, an 8-foot inside shoulder, a 10-foot
17 outside shoulder and an 8-foot sidewalk with a
18 one-foot wide pedestrian/bicycle railing on each
19 structure. The proposed right-of-way width for
20 the bridge crossing typical section would be
21 160 feet.

22 In order to select a build alternative in
23 accordance with federal and State policy, there
24 are three steps that must be followed in a
25 sequential order. First, a proposed project must

1 avoid all impacts to the surrounding environment,
2 to the extent practicable; second, if impacts to
3 the surrounding environment cannot be avoided,
4 the impacts must be minimized to the extent
5 practical; and third, compensation must be made
6 for unavoidable impacts that have resulted from
7 the project.

8 Consistent with the NEPA requirements, a No
9 Build Alternative is considered for this project,
10 which does not construct a crossing of the river.
11 This alternative must be evaluated and carried
12 through the entire process. In addition to the
13 No Build Alternative, 13 build alternatives were
14 developed and analyzed for this study. Eleven of
15 the alternatives focus on construction of
16 additional roadway capacity to address the
17 project purpose and need; and two system
18 alternatives were developed which focus on
19 improving transportation system efficiency to
20 address the project purpose and need; a
21 multimodal alternative which considers
22 improvements to transit and a Transportation
23 System Management, or TSM, alternative which
24 considers low-cost improvements, such as
25 intersection geometry and signal timing.

1 The results of the analysis for the No Build
2 Alternative indicate that many area roadway
3 segments and intersections would be very
4 congested, operating at unacceptable levels of
5 service in the design year of 2037. Those
6 locations are indicated on these graphics by the
7 red lines and circles. The graphic on the left
8 shows the a.m. peak hour condition; and the
9 graphic on the right shows the p.m. peak hour
10 condition. It was concluded that the No Build
11 Alternative would not meet the project purpose
12 and need.

13 Based on the analysis to date, seven of the
14 alternatives have been dismissed from further
15 consideration. It was concluded that widening
16 the existing bridges, the cable-stayed bridge,
17 the tunnel, and the double decking of the
18 existing bridges were not practical alternatives.
19 Further, it was concluded that the construction
20 of flyover ramps at U.S.1 and Port St. Lucie
21 Boulevard, and implementation of either the
22 multimodal or the TSM alternatives would not meet
23 the project purpose and need.

24 Widening of the existing bridges was
25 considered at three different times during the

1 development of project alternatives. This
2 alternative was rejected each time because, even
3 with widening, both bridges would continue to
4 operate beyond their capacity. Again, the
5 graphic on the left is the a.m. peak hour
6 condition, and the graphic on the right is the
7 p.m. peak hour condition. Both existing bridges
8 and other area roadways and intersections would
9 be severely congested, denoted by the red lines
10 and circles indicated on these graphics; and this
11 alternative would not be able to service the
12 entire traffic demand that was forecasted to
13 cross the river. It was concluded that the
14 widening of the existing bridges would not meet
15 the project purpose and need.

16 The results of the analysis for a Tunnel
17 Alternative indicate that in order to avoid
18 impacts to wetlands and aquatic habitat, and come
19 back up to ground level at U.S.1, would require
20 that U.S.1 be realigned 1,600 feet eastward.
21 This would result in a substantial number of
22 additional residential and commercial
23 relocations. This alternative would have
24 equivalent social impacts to the community west
25 of the river, and the construction cost

1 associated with this alternative would be
2 substantially higher, more than four times
3 higher, than other build alternative options.
4 The Tunnel Alternative was eliminated from
5 further consideration as not being practicable.

6 The remaining six build alternatives under
7 consideration are shown here. As with each of
8 the build alternatives, Alternative 2A begins at
9 the intersection of Manth Lane and Crosstown
10 Parkway. It then travels southeast cutting
11 through the residential area to Walters Terrace,
12 then eastward along Walters Terrace. It crosses
13 Savannas Preserve State Park and the river, and
14 then connects to the existing Veterans Memorial
15 Parkway/Walton Road. From there, it continues
16 eastward along Walton Road to its intersection at
17 U.S. 1.

18 Alternative 2D travels northeast along West
19 Virginia Drive to its intersection with Floresta
20 Drive. From there, it turns south 90 degrees
21 along Floresta Drive to its intersection with
22 Walters Terrace. At that point, it turns east
23 90 degrees along Walters Terrace and continues
24 eastward along the same path as Alternative 2A.

25 Alternative 1C travels northeast along West

1 Virginia Drive, then crosses Savannas Preserve
2 State Park and the river, bending slightly
3 southward to its intersection with U.S.1, and its
4 intersection with Village Green Drive.

5 Alternative 1F travels northeast along West
6 Virginia Drive, then bends northeasterly across
7 Savannas Preserve State Park and the river. It
8 traverses eastward between the southern boundary
9 of La Buona Vita Village and the northern
10 boundary of Liberty Medical, to its eventual
11 terminus with U.S.1.

12 Alternative 6B travels northeast along West
13 Virginia Drive. East of Floresta Drive it
14 continues in a northeasterly direction cutting
15 through the residential area, and then crosses
16 Savannas Preserve State Park and the river. From
17 there, it bends east and follows the same path as
18 Alternative 1F between La Buona Vita and Liberty
19 Medical to U.S.1.

20 Alternative 6A travels northeast along West
21 Virginia Drive. At Floresta Drive it bends
22 northeast cutting through the residential area,
23 then crosses the river in a northeasterly
24 direction. It then bends eastward across the
25 northern boundary of La Buona Vita to its

1 eventual terminus at U.S.1 and its intersection
2 with Savanna Club Boulevard.

3 There are several criteria to consider in
4 the evaluation of alternatives. The most
5 important consideration is whether an alternative
6 meets the project's purpose and need. The other
7 criteria involve how a project impacts the
8 community, how a project impacts the natural
9 environment, how a project impacts the physical
10 environment, how much a project will cost, and
11 whether or not a project impacts publicly-owned
12 lands.

13 For this project, the important questions to
14 consider in assessing whether or not an
15 alternative meets the project purpose and need
16 are: Does the project improve the capacity
17 across the river? How well does the project
18 relieve congestion on key roadways and
19 intersections in the area? Does the alternative
20 provide relief to the existing Port St. Lucie
21 Boulevard and Prima Vista Boulevard bridges? Are
22 there other benefits or problems caused to the
23 transportation system that result from
24 implementation of the alternative?

25 Each of the build alternatives has a

1 positive impact to roadway capacity across the
2 river. Compared to the No Build, each build
3 alternative would provide capacity for an
4 additional 53,100 vehicles per day. Each of the
5 build alternatives would improve travel time
6 across the river. Assuming a trip from west of
7 the river to the medical center east of the
8 river, travel times would improve 3.4 to 9.6
9 minutes one way during the peak periods,
10 depending on which route one takes.

11 Each of the build alternatives reduces
12 congestion along area intersections and roadways;
13 however, they vary in their effectiveness. Based
14 on our evaluation, we have projected where
15 critical components of the roadway system will
16 still experience extreme congestion, even with
17 the construction of a new crossing. This table
18 summarizes where these hot-spot issues are
19 expected to remain, by alternative. The red Y's
20 indicate where hot spots or issues are expected
21 to exist, and the green N's indicate that a
22 particular issue will not exist.

23 For this project, the important questions to
24 consider in assessing how an alternative impacts
25 the community are: What benefits to the

1 community result from the project? And what
2 disruptions is caused to the community in terms
3 of relocations, mobility or cohesion?

4 All of the build alternatives create a
5 positive impact or benefit to the community in
6 terms of improved regional connectivity resulting
7 in less circuitous travel to get somewhere. Each
8 build alternative will relieve congestion to area
9 roadways. This results in more personal time for
10 motorists, less travel-related stress, and, over
11 the long term, helps to reduce area pollution and
12 greenhouse gas emissions.

13 Each build alternative will improve public
14 safety by: Contributing to more stable traffic
15 flows which reduces the potential for crashes; by
16 providing residents west of the river an
17 additional and more direct access to the regional
18 medical center located east of U.S.1 on Tiffany
19 Avenue/Lyngate Drive; by providing an additional
20 east-west evacuation route for the community east
21 of the river; and by providing exclusive bicycle
22 lanes and pedestrian ways where currently none
23 exist.

24 The construction of this project would
25 require the relocation of families and/or

1 businesses. The number and type of relocation
2 varies depending upon the alternative. The total
3 number of residential parcels impacted ranges
4 from a low of 140 for Alternative 1C to a high of
5 231 for Alternative 2D.

6 The number of commercial tenants impacted
7 ranges from a low of zero for Alternatives 2D and
8 1C, to a high of 14 for Alternative 1F and 6B.
9 More specific information is noted on displays
10 here tonight.

11 Two alternatives, 2A and 2B, would
12 indirectly affect Floresta Elementary School by
13 closing off access between Floresta Drive and
14 Bywood Avenue, thus requiring an adjustment to
15 the school's access.

16 The acquisition of property would be
17 conducted in accordance with the federal Uniform
18 Relocation Assistance and Real Property
19 Acquisition Policies Act of 1970, as amended,
20 commonly known as the Uniform Act. The Uniform
21 Act requires that impacted property owners be
22 justly compensated and treated in a fair and
23 equitable manner.

24 In addition to receiving just compensation
25 for your property, you may also be eligible for

1 relocation assistance benefits, including
2 advisory services and certain payments. Again,
3 relocation assistance would be provided in
4 accordance with the federal Uniform Act.

5 An important word of caution: If you move
6 before you receive notification of the relocation
7 benefits to which you may be entitled, your
8 benefits may be jeopardized.

9 Our acquisition and relocation specialists
10 are here tonight. If you did not have the
11 opportunity to speak with them during the Open
12 House portion of tonight's event, they will be
13 available after the formal comment period to
14 answer your questions.

15 All build alternatives would enhance
16 regional mobility by providing a connection
17 across the physical barrier of the river.

18 In contrast to the regional benefit, all
19 build alternatives would affect local community
20 mobility and cohesion by constructing a new
21 6-lane parkway through established communities,
22 thereby removing residents and homes from the
23 project's path; and by dividing the neighborhoods
24 north and south of the new parkway. The impacts
25 become more substantial where a roadway alignment

1 cuts diagonally through a neighborhood.

2 As alternatives were developed, efforts were
3 made to minimize the impacts to the local
4 communities, but all build alternatives would
5 still introduce some dead-end streets,
6 cul-de-sacs and street realignments to
7 residential roads abutting the project. New
8 dead-end streets are identified here by orange
9 diamonds. New cul-de-sacs are shown in pink and
10 new street realignments are shown in red.

11 Alternative 2A, shown here, traverses
12 diagonally across four residential streets near
13 the western terminus. The route for Alternative
14 2A would have less disruption to local community
15 cohesion as compared to Alternatives 2D, 1F, 6B
16 and 6A; however, because of an existing canal,
17 that already provides a barrier to north-south
18 mobility. This alternative indirectly affects
19 Floresta Elementary School by closing Bywood
20 Avenue to and from Floresta Drive, which would
21 require motorists to seek an alternative route to
22 and from the school.

23 Alternative 2A would also impact the
24 community on the north side of Crosstown Parkway
25 Extension near its western terminus at U.S.1.

1 Currently this community uses Southeast High
2 Point Drive to enter and exit from. If this
3 alternative is constructed, a median will be
4 introduced so that access at this location would
5 be right-turn in and right-turn out only. To
6 compensate for this impact, a new entry point
7 would be provided to Southeast Oakmont Lane near
8 the southwestern corner of the community. A new
9 signal would be constructed at the newly created
10 intersection of Crosstown Parkway Extension and
11 Veterans Memorial Parkway/Southeast Oakmont Lane.

12 Alternative 2D would be constructed along
13 the existing alignments of portions West Virginia
14 Drive, Floresta Drive, Walters Terrace and
15 Veterans Memorial Parkway, which generally
16 minimizes cohesion and mobility impacts to the
17 remaining community. However, this alternative
18 would have a substantial impact to the cohesion,
19 mobility, and safety for one neighborhood. It
20 would partially isolate the area east of Floresta
21 Drive between West Virginia Drive and Walters
22 Terrace. The only access into and out of the
23 community would be via West Virginia Drive. This
24 alternative would have the same impact as
25 Alternative 2A on Floresta Elementary School, due

1 to the closure of Bywood Avenue. Additionally,
2 this alternative would use 1.06 acres of Kiwanis
3 Park frontage.

4 East of the river Alternative 2D would have
5 the same impacts to the community as Alternative
6 2A.

7 Alternative 1C would be constructed along
8 the existing alignment of West Virginia Drive on
9 the west side of the river, and it would not pass
10 through, or near, any residential or commercial
11 areas on the east side of the river, resulting in
12 the least amount of impact to mobility and
13 community cohesion of all build alternatives. No
14 community facilities would be directly or
15 indirectly affected by this alternative.

16 However, this alternative would require the
17 relocation of Halpatiokee Canoe and Nature Trail
18 within Savannas Preserve State Park. Note that
19 while other build alternatives do not directly
20 impact this area, the relocation of the trail and
21 canoe launch has been included as part of project
22 mitigation for all build alternatives.

23 Alternative 1F would follow the same route
24 as 1C along the existing alignment of West
25 Virginia Drive on the west side of the river. On

1 the east side of the river, this alternative
2 traverses along the southern boundary of La Buona
3 Vita neighborhood.

4 Because this alternative would remove 21
5 residences from La Buona Vita, a cooperative
6 community, the remaining residents would bear an
7 increased financial burden, since the community's
8 operation and maintenance costs would be
9 distributed among fewer owners.

10 Where this alternative ties into U.S.1,
11 median revisions along U.S.1 will be necessary.
12 Access to Liberty Medical along U.S.1 is
13 currently served by a northbound left-turn lane
14 from U.S.1. That median opening would be closed
15 and the movement would be accommodated through a
16 northbound to southbound u-turn movement at the
17 new intersection of the Crosstown Parkway
18 Extension. No community facilities would be
19 directly or indirectly affected by this
20 alternative.

21 Alternative 6B would partially follow the
22 alignment of existing West Virginia Drive on the
23 west side of the river, but would have more
24 community impacts than Alternative 1F due to its
25 diagonal alignment through the neighborhood as it

1 approaches the river. It would cut through three
2 local east-west streets before elevating over
3 Coral Reef Street.

4 East of the river this alternative has the
5 same impacts to La Buona Vita as Alternative 1F,
6 and this alternative would have the same impact
7 to medians along U.S.1, as well.

8 Alternative 6A would have substantial
9 community impacts on both sides of the river.
10 The alignment partially follows existing West
11 Virginia Drive on the west side of the river, but
12 it would cut diagonally through the neighborhood
13 east of Floresta Drive, approximately half a
14 mile. There it would cut across six residential
15 streets, resulting in substantial impacts to
16 local cohesion and mobility in this community.

17 East of the river Alternative 6A traverses
18 along the north boundary of La Buona Vita to
19 U.S.1 at Savanna Club Boulevard. This
20 alternative would require relocation of the
21 access driveway to and from La Buona Vita
22 community. The driveway is currently the west
23 leg of an intersection at U.S.1 with Savanna Club
24 Boulevard. The proposed Crosstown Parkway
25 Extension, 6A, would become the west leg of this

1 intersection. The existing access to La Buona
2 Vita would be relocated to Mary Ann Lane, off of
3 the proposed Crosstown Parkway Extension, and
4 would access what is now the northwest rear
5 corner of the community. This new access road
6 would change traffic flows within the community,
7 increasing vehicular activity in the vicinity of
8 the new access road.

9 For this project, the important questions to
10 consider in assessing how an alternative impacts
11 the natural environment are: How are wetlands
12 and uplands impacted? Are protected species
13 impacted? And can impacts be mitigated?

14 Based on the information collected for this
15 study, including field surveys, there are several
16 species that could be found in the study area.
17 For federally-listed species, the proposed
18 project may affect, but is not likely to
19 adversely affect the six plant and animal species
20 noted here. This determination is true for all
21 build alternatives.

22 For State-listed species, the proposed
23 project could affect the eight plant and animal
24 species noted here. This determination is true
25 for all build alternatives.

1 All build alternatives would affect
2 essential fish habitat, which includes mangroves,
3 freshwater wetlands and the open water habitats.
4 Direct impacts to these habitats vary by build
5 alternative and range from a low of 8.56 acres
6 for Alternative 6A to a high of 11.95 acres for
7 Alternative 1C. The federally-managed species
8 include three shrimp species and seven fish
9 species.

10 Impacts to the natural environment vary by
11 alternative and the resource being considered.

12 Wetland impacts range from 7.6 acres for
13 Alternative 6B to 10.2 acres for Alternative 1C.
14 Upland impacts range from 0.2 acres for
15 Alternative 6A to 7.6 acres for Alternatives 2A
16 and 2D. Impacts to Sovereign Submerged Lands
17 range from 0.8 eight acres for Alternative 6A to
18 2.3 acres for Alternatives 2A and 2D, and is
19 mostly due to shading by the proposed bridge.
20 The total impacts to the natural habitats range
21 from 8.8 acres for Alternative 6A to 18.5 acres
22 for Alternative 1C.

23 Minimization techniques were incorporated
24 into the development of the six build
25 alternatives. Some of the more important

1 techniques are: The bridging of environmentally
2 sensitive land, avoiding temporary filling of
3 wetlands during construction, maximizing span
4 lengths to reduce impacts from bridge pier bents
5 and committing to a top-down construction
6 technique or the use of temporary platforms and
7 trestles.

8 To address unavoidable impacts, a mitigation
9 plan has been developed in cooperation with the
10 regulatory and review agencies to offset
11 anticipated impacts. The first part of the
12 mitigation plan was developed to offset the
13 impacts associated with securing an easement to
14 cross the State-owned lands. This mitigation is
15 known as proprietary mitigation.

16 The City of Port St. Lucie and the FDEP
17 reached an agreement on specific mitigation
18 measures, if a build alternative is selected.
19 The mitigation would be the same for all build
20 alternatives and would include: Land
21 acquisition, water quality improvements, and
22 trail and other recreational opportunities. The
23 City of Port St. Lucie will purchase
24 approximately 110 acres of land identified by the
25 FDEP as priority sites. This land would be

1 conveyed to the State for its use.

2 The City will also construct four
3 restoration projects to improve water quality
4 which would deepen downstream connections, remove
5 downstream shoals, remove exotic species, and
6 restore river hydrology.

7 Several improvements to enhance recreational
8 and educational opportunities would be provided.
9 These are: Construction of Savannas County Park
10 Trail and one or two more of the following:
11 Relocation of Halpatiokee canoe launch;
12 improvements to Savannas Preserve State Park
13 Education Center; and improvements to the
14 Savannas Preserve State Park canoe and kayak
15 launch.

16 The benefits of the proprietary mitigation
17 are: Increased State parkland area and wildlife
18 habitat; improved water quality and aquatic
19 habitat; and enhanced recreational opportunities.

20 The second part of the mitigation plan
21 addresses the environmental impacts based upon
22 the regulatory permitting process. To address
23 regulatory mitigation, the City will develop the
24 Platt's Creek Restoration project and contribute
25 to the Bear Creek Mitigation Bank. The Platt's

1 Creek restoration project is a restoration
2 project developed in collaboration with St. Lucie
3 County to compensate for wetland impacts.

4 The City's contribution to the Bear Creek
5 Mitigation Bank will offset impacts to mangroves.

6 The benefits of the regulatory mitigation
7 are: The creation of new wetlands, while
8 removing invasive vegetation; increase wildlife
9 habitat; and ensuring that Platt's Creek remains
10 a public conservation use.

11 For this project, the important questions to
12 consider in assessing how an alternative impacts
13 the physical environment are: Would the
14 construction of an alternative have any
15 contaminated sites proximate to the alignment
16 that could complicate construction? Does an
17 alternative increase air pollution? Can impacts
18 on water quality be mitigated? And can noise
19 pollution be adequately mitigated?

20 There are no known contamination sites
21 within the project right-of-way which would
22 impact the construction of any build alternative.

23 Air quality would not be impacted by any of
24 the build alternatives. There is a potential for
25 improved air quality due to the reduced

1 congestion resulting from the project. This
2 project meets the maximum air quality standards
3 established by the U.S. Environmental Protection
4 Agency.

5 The project study area is located within the
6 North Fork St. Lucie River Aquatic Preserve,
7 which is also designated as an Outstanding
8 Florida Water. As such, all build alternatives
9 would be designed to strictly adhere to State and
10 regional regulatory criteria to avoid impacts to
11 this important aquatic system.

12 All build alternatives would include a
13 drainage and stormwater management system that
14 would provide pretreatment at 150 percent of the
15 required water quality treatment volume for
16 stormwater runoff prior to discharge to the river
17 or its tributaries.

18 In addition to these measures, the proposed
19 mitigation plan includes water quality
20 improvement projects that would improve overall
21 water quality in the Aquatic Preserve.

22 FHWA criteria for noise abatement and cost
23 reasonableness were used to identify residents
24 impacted by noise and potential noise wall
25 locations. Noise walls were found to be

1 effective and cost reasonable at various
2 locations along each of the proposed build
3 alternatives, and are shown on displays here
4 tonight.

5 If a build alternative is selected, surveys
6 of the community will be conducted during the
7 design phase to solicit additional input from the
8 impacted residents on the desirability and type
9 of walls to be implemented.

10 Cost estimates were prepared for each build
11 alternative based on costs for roadway design,
12 right-of-way, utilities relocations,
13 construction, construction engineering
14 inspection, and mitigation. The estimated
15 project costs by alternative range from a low of
16 \$118.85 million for Alternative 6B to a high of
17 \$167.8 million for Alternative 2D. These costs
18 are preliminary and will be refined if a build
19 alternative is selected.

20 For this project, the important questions to
21 consider in assessing how an alternative impacts
22 parks or other public lands are: Which public
23 lands are impacted? Can impacts be avoided? Are
24 alternatives feasible and prudent? And can
25 impacts be mitigated?

1 The Department of Transportation Act of 1966
2 included a special provision, Section 4(f), which
3 stipulated that the FHWA and other DOT agencies
4 cannot approve the use of land from
5 publicly-owned parks, recreational areas,
6 wildlife and waterfowl refuges, or public and
7 private historical sites unless the following
8 conditions apply: There is no feasible and
9 prudent alternative to the use of such land, and
10 the action includes all possible planning to
11 minimize harm to the property resulting from the
12 use.

13 The FHWA has made a determination that there
14 are three Section 4(f) properties within the
15 project study area: The North Fork St. Lucie
16 River Aquatic Preserve; the Savannas Preserve
17 State Park; and Kiwanis Park.

18 As explained here tonight, there are
19 advantages and disadvantages associated with each
20 build alternative and the No Build alternative.
21 Summaries of this information are contained on
22 displays here tonight.

23 A Draft Section 4(f) evaluation was included
24 in the DEIS signed by FHWA. Based on the
25 evaluation: There does not appear to be an

1 avoidance alternative that is feasible and
2 prudent, as defined in Section 4(f).
3 Alternatives 2D, 1F, 6A and 6B do not appear to
4 be prudent because of their severe social and
5 community impacts. Alternatives 2A and 1C do
6 appear to be both feasible and prudent.

7 A conceptual mitigation plan has been
8 developed to compensate for use of Section 4(f)
9 lands. With the proposed mitigation plan,
10 Alternative 1C appears to have the least net harm
11 to Section 4(f) resources and the social
12 environment. These findings are preliminary and
13 a final determination will be issued on this
14 issue by FHWA prior to approving the final
15 Environmental Impact Statement.

16 The analysis and evaluation of alternatives
17 are documented in the DEIS and technical support
18 documents. These documents were developed in
19 coordination with the regulatory and review
20 agencies.

21 The DEIS was approved by FHWA for public
22 availability on July 1, 2011 and the Notice of
23 Availability was published in the Federal
24 Register on August 19, 2011. The PD&E documents
25 were available for public review at the City

1 Hall, the City Engineering Building, and the FDOT
2 Fort Lauderdale headquarters. They are also
3 available on the project website, and are
4 available here tonight for anyone who wishes to
5 examine them.

6 Approval of the DEIS allowed us to hold
7 today's public hearing; and we want to receive
8 your input.

9 There have been various opportunities for
10 the public and agencies to provide input and
11 receive information throughout the project,
12 including: Workshops, monthly project meetings,
13 this public hearing, newsletters, the project
14 website, the public hotline and the ETDM project
15 website. We welcome any oral or written comments
16 that you might have that will help us make this
17 important decision.

18 At the conclusion of this presentation, our
19 personnel will distribute speaker cards to those
20 in the audience that have not received one and
21 would like to make a statement. A court reporter
22 will record your statement and a verbatim
23 transcript will be made of all oral proceedings
24 of this hearing. If you do not wish to speak at
25 the microphone, you may provide your comments in

1 writing at the comment tables. Also written
2 statements or exhibits may be presented instead
3 of or in addition to comments provided tonight.
4 Each method of submitting comments carries equal
5 weight. No extra consideration is given to oral
6 comments over written comments.

7 Written comments received or postmarked by
8 October 3, 2011 will be documented as part of
9 this hearing. All written documents should be
10 mailed to the attention of Patricia Roebeling,
11 P.E., City Engineer, 121 S.W. Port St. Lucie
12 Boulevard, Port St. Lucie, Florida 34984. This
13 address is also found in your handout.

14 The next step is to incorporate your input
15 into our decision-making process. After the
16 comment period closes and your input has been
17 considered, a Preferred Alternative will be
18 selected and the Final Environmental Impact
19 Statement will be prepared and submitted to FHWA
20 for review and approval. FHWA is anticipated to
21 sign the Record of Decision in December of 2012,
22 which is the final step in the EIS process.

23 This project has and will continue to be
24 undertaken in accordance with all applicable
25 State and federal rules and regulations.

1 This concludes our presentation.

2 (Thereupon, the Power Point presentation was
3 concluded.)

4 MR. BENTROTT: Can I get the lights turned
5 back on, please. We'll now turn the next portion
6 of the public hearing over to Mr. Michael Davis,
7 with Keith and Schnars Engineering.

8 MR. DAVIS: Thank you, Mr. Bentrrott. On
9 behalf of the City and the consulting team, we
10 want to thank you for coming out tonight and
11 taking your evening and sharing your thoughts
12 about this very important project. Anyone
13 desiring to make a statement or present written
14 views and/or exhibits relevant to the location,
15 conceptual design, socioeconomic effects or
16 impacts on the environment as a result of this
17 project will now have an opportunity to do so.

18 This is an opportunity for you to formally
19 present your comments, opinions and ideas about
20 the project for the permanent record. We ask
21 that you limit your comments to two minutes. If
22 you have additional comments, you may continue
23 after other people have had the opportunity to
24 speak. We will have staff available after the
25 comment period to address any questions

1 one-on-one.

2 If you are holding a speaker card, please
3 pass your card to the aisle and our staff will
4 collect them. If you have not received a card
5 and wish to speak, please raise your hand and our
6 staff will provide you with one.

7 I would like to remind you that this is not
8 a question and answer session and this is not a
9 debate. This is an opportunity for you to
10 provide your input for consideration by our
11 project team as we move forward in selecting the
12 final alternative. Staff will remain after our
13 public comment period to address specific
14 questions and concerns. Also, if anyone requires
15 project information in Spanish, Miss Veronica
16 Altove and Miss Maria Anaya of the project team
17 will be available for public comment after the
18 public period to assist you.

19 (Thereupon, the previous instruction was
20 reiterated in Spanish.)

21 MR. DAVIS: Thank you, Veronica.

22 I'd first like to ask: Are there any
23 elected or public officials who would like to
24 make a comment at this time? Any elected public
25 officials who'd like to make a comment? Seeing

1 none, I'll ask: Are there any officials
2 representing federal, state or local government
3 agencies who would like to make a comment at this
4 time?

5 We will now call on those of you who turned
6 in speaker cards. When you come forward, please
7 state your name and address. If you represent an
8 organization, municipality or other public
9 entity, we would appreciate that information, as
10 well. Please use the microphone so that our
11 reporter will be sure to get a complete record of
12 your comments. Just speak naturally. The volume
13 will be adjusted so that the rest of us can hear
14 you.

15 Mr. Krane will call the first speaker.

16 MR. KRANE: Thank you. The court reporter
17 also asks that you please spell your first name
18 and last name when you approach the microphone.

19 The first speaker is Bob Brown.

20 MR. BROWN: My name is Robert Brown,
21 R-O-B-E-R-T, B-R-O-W-N, standard, conventional
22 spelling. I live at 1297 Southeast Coral Reef
23 Street, which is located just a couple of blocks,
24 real close to the 1C and 1F alternatives. I
25 appreciate the efforts of everyone trying to keep

1 this project moving. We've been in our residence
2 for going on 14 years now and this project has
3 been going on at least 16, 17 years that I'm
4 aware of. So keep the project going.

5 To me, the 1C and 1F make the most sense for
6 the project, even though personal impact would be
7 most because it's close to directly to our
8 residents. Still seems to make the most sense.
9 I just would ask one thing be considered as you
10 work your way through this process and that is
11 take a look currently at the West
12 Virginia/Floresta intersection.

13 Since the western portion of Crosstown is
14 complete, the traffic through that intersection
15 has increased dramatically. There have been a
16 number of accidents and an even greater number of
17 near misses; and during the rush hours, it's very
18 tough for people on either side of Floresta to
19 get out through that area to hang a left on
20 either side from Floresta to get across one lane
21 of traffic. There is no traffic flow control
22 from Thornhill all the way up to Prima Vista now.
23 So that's been a bit of problem for the
24 neighborhood and would appreciate it if something
25 could be looked at there before 2017, when

1 hopefully everything gets completed. Thank you
2 very much.

3 MR. KRANE: I'll now call Mr. Henry Flower.

4 Ladies and gentlemen, when you come up to
5 speak, if you could be mindful of staying close
6 to the microphone. It's a little hard for some
7 of the people in the back and volume only goes so
8 high. Try to keep that in mind. It might seem
9 loud to you, but for other people in the room, it
10 would be very helpful.

11 MR. FLOWER: Henry Flower. I live at 951
12 Southeast West Virginia Drive. I've lived there
13 for 32 years. I have an issue with moving
14 because I have a home-based business, which I run
15 out of my house. I also am a very handy man. I
16 do all my own work. I do all my other automotive
17 work, all my home repairs, electrical work.
18 Anything that has to be done, anything like that
19 I have to do it myself because I can't afford to
20 pay other people to do that.

21 I'm sure a lot of other people here are in
22 the same situation, especially right now with the
23 economy very, very low. And my situation is I
24 have collected all kinds of tools and supplies
25 that are in my attic and my two-car garage and

1 especially in my den where my office is I have
2 all kinds of shelving and stuff, equipment,
3 computers, books and records and so forth. And I
4 live alone. I would have to move all this stuff
5 myself, because I have it all memorized right
6 now. I always put things away in one spot so I
7 can go to it when I need it. It'd take me about
8 ten years to get reorganized, if I'm required to
9 move. With all the other economic things, I'd
10 greatly appreciate -- As I explained to the
11 people over here, it's still going to be real
12 onus on me.

13 MR. KRANE: Suzanne Eovaldi.

14 MS. EOVALDI: Yes, my name is Suzanne,
15 S-U-Z-A-N-N-E, last name is E-O-V-A-L-D-I; 749
16 Southwest Aruba Bay, Port St. Lucie. This Power
17 Point presentation I find to have been merely a
18 Hobson's choice to point you all in the direction
19 of choosing 1C, which is abhorrent. The trauma
20 of destroying Florida's ancient ecosystem to
21 bring down the enormous bridge over the St. Lucie
22 River savanna at U.S.1 will be irrevocable,
23 irresponsible, irreverent and irretractable
24 (sic). You may not break and destroy that which
25 is not yours to ruin. This pristine savanna, a

1 treeless plain, surrounds ancient trees whose
2 roots reach back for eons. The horsetail plant
3 is one of our planet's oldest living organisms.
4 It's used for medicinal purposes. The very rare
5 pipefish can only survive and thrive in the North
6 Fork. These receive very little mention in your
7 presentation. Beautiful birds, leaves from
8 ancient canopies, mangroves, they are not yours
9 to destroy.

10 I'll conclude by reading a brief excerpt
11 from Mark Twain's Life on the Mississippi: "I
12 still keep in mind a certain wonderful sunset
13 which I witnessed when steamboating was new to
14 me. A broad expanse of the river was turned to
15 blood; in the middle distance a red hue
16 brightened into gold, through which a solitary
17 log came floating, black and conspicuous; in one
18 place a long slanting mark. The somber shadow
19 that fell from this forest was broken in one
20 place by a long, ruffled trail that shone like
21 silver."

22 1C will destroy all of this. It has to
23 cross the river in three places and it's second
24 most costly. Thank you.

25 MR. KRANE: Next speaker is David Kaplan.

1 MR. KAPLAN: My name is David Kaplan;
2 D-A-V-I-D, K-A-P-L-A-N. I live at 410 Southeast
3 Naranja Avenue. I applaud your foresight in
4 building the Crosstown Parkway. As President of
5 River Park Homeowner's Association, I have heard
6 an unhealthy condition of our residents living
7 along Prima Vista due to the proximity to heavy
8 traffic.

9 If only our forefathers had the insight of
10 the Crosstown Parkway concept back then, how nice
11 it would be. I wish to remind you of City
12 Engineer's letter dated November 25, 2008.
13 Mr. England states that the Coast Guard
14 guidelines state that the bridge height must be
15 18.5 feet mean high water. I beg to differ with
16 him, as this is the minimum height, due to the
17 buoy tenders eighth requirement.

18 Please consider clearance height 25 foot
19 plus in order to allow larger watercraft up our
20 river. Please invoke the same foresight used
21 above and visualize an active waterway creating
22 this bridge and rebuilding Port St. Lucie
23 Boulevard to a higher elevation or a draw bridge.
24 Thank you.

25 MR. KRANE: The next speaker is Robert

1 Riley.

2 MR. RILEY: My name is Robert Reily,
3 R-O-B-E-R-T, R-I-L-E-Y. I live at 1337 Southeast
4 Ocean Lane, Port St. Lucie. I have two subjects.
5 One is a complaint similar to Mr. Brown's. The
6 corner lots on West Virginia have bushes growing
7 up that prevent the vision of oncoming traffic
8 when you go to cross and pull out. I was almost
9 hit tonight coming over here. There's no reason
10 I can see that these bushes can't be removed,
11 since all that's going to be removed eventually
12 anyhow, and to prevent an unsafe condition. If
13 they don't know where they are, send them over to
14 my house and I'll show it to them.

15 The second thing is I have a suggestion.
16 I'm under the impression that this road will go
17 into Walton Road or to Veterans Parkway to Walton
18 Road. Walton Road should be extended and a
19 causeway put in over to Hutchinson Island. This
20 causeway, of course, would be good for the people
21 that live there and people on Hutchinson Island.
22 It could have boat ramps and picnic areas and we
23 won't have to use Martin County's causeway or
24 listen to their gripe all the time.

25 Along with that, it will provide an escape

1 route in the event of hurricane or tsunami.
2 There's so many benefits that the community would
3 gain from this. I'll tell you how to get this.

4 We have a nuclear power plant sitting on a
5 beach. That power plant can be attacked by
6 terrorist. I'm not trying to scare you, but this
7 is the truth. What you do, get someone from the
8 State with political influence to contact the
9 Director of Homeland Security Agency in D.C. and
10 put in a claim to have an escape route from
11 Hutchinson Island --

12 MR. KRANE: Two minutes. Please bring your
13 remarks to a close. That was our two-minute
14 limit. If you still have more comments, at the
15 end of the speakers, you're invited to come up
16 and speak some more.

17 MR. RILEY: Thank you.

18 MR. KRANE: Pat Simmons.

19 MS. SIMMONS: Pat Simmons, P-A-T, last name
20 S-I-M-M-O-N-S. I live at 968 Southwest S.E.
21 Browning Avenue. Sorry, I apologize for my
22 voice. Something that no one is discussing yet,
23 but it was brought up just momentarily is
24 Floresta grade school and the daycare that sits
25 right next to it. It's difficult enough for the

1 kids to get home on the north side of Walters
2 Terrace as it is now and no one is talking about
3 it, but it's going to be a big impact on the
4 school. How are the kids supposed to get across
5 a six-lane highway to get home every afternoon
6 and home in the morning. The traffic is a
7 nightmare around that school in the morning and
8 in the afternoons as it is. So please consider
9 that.

10 Also, you said there would only be one way
11 in and out of that entire neighborhood if either
12 one of the 2A or 2D are chosen. That's not safe
13 for us, it's not safe for the kids. And the
14 third thing I want to say is if we had proper and
15 adequate mass transit in this area, there would
16 be no need for a third bridge. Thanks.

17 MR. KRANE: Next speaker is Bruce Turner.

18 MR. TURNER: Bruce Turner, B-R-U-C-E,
19 T-U-R-N-E-R; 662 Northeast Horizon Lane. I've
20 had the privilege of enjoying the river now for
21 the last twenty years or so. It's a beautiful
22 place. I don't know if many of you take the time
23 to enjoy it. About 15 years ago I discovered a
24 really outstanding area of the river, it's the
25 best part of the river. Unfortunately, it's the

1 part that the City would like to go right through
2 the middle of. Currently there are five osprey
3 nests there, one would be right underneath where
4 1C is going to go now. About three or four years
5 ago, I alerted the local Environmental Protection
6 Agency, I guess it was, or maybe the Department
7 of Environmental Protection, one or the other,
8 that there was an eagle's nest there. So for one
9 year I was able to enjoy watching the eagles.
10 But, unfortunately, they didn't come back. They
11 don't get along with the ospreys very well.

12 I think the importance of this is if you
13 want to see another osprey nest, you have to go
14 all the way to the other side of Port St. Lucie
15 Boulevard to see one or you can go about a
16 quarter of a mile north of the Port St. Lucie --
17 I mean Prima Vista bridge to see one. But right
18 in this area there are five. Now that tells you
19 something about this area.

20 I think it would be a real shame -- you
21 know, I've enjoyed it for all these years, but
22 the next generations that would be coming, I
23 think it's going to be a shame if we knock this
24 over and put the bridge through. I'm not against
25 having a bridge. I voted for it, but this area

1 is just so unique, it'd be shame to lose it.
2 Thank you.

3 MR. KRANE: Two minutes. The next speaker
4 is Ben Lombardi.

5 MR. LOMBARDI: My name is Ben Lombardi;
6 B-E-N, L-O-M-B-A-R-D-I; and I live at 1450
7 Southeast Ashford Place in the Villas of the
8 Village Green, directly across the street from
9 this building, across U.S.1 from this building.
10 I'm here to give you my -- I thank you very much
11 for this fantastic presentation, but the
12 presentation would be moot if we pick the wrong
13 option and the wrong option -- the right option
14 is 1C and it has to be considered as the only
15 option. Common sense dictates -- common sense
16 dictates that 1C is the option.

17 If you decide to do the Walters Terrace
18 option, there's going to be more destruction of
19 houses in this low economy. The people, there's
20 now way they're going to get the money they're
21 supposed to get. Whereas, for 1C it's already
22 done.

23 And personally when this road comes to
24 Veterans Memorial Parkway, it comes right to our
25 front door for the Villas of the Village Green.

1 There's no way we would be -- that would not
2 improve our way of life in any way. It's going
3 to impact us greatly. How do we get -- There's
4 no way you get paid back for anything like that.
5 There are all kinds of things and new exits, new
6 this, new that. The name of the game is it's no
7 good, it doesn't play. The right way to go is to
8 go 1C, less people get hurt and it's paid for.

9 MR. KRANE: Gary King. Gary King?

10 We'll move on to the next speaker. Tom
11 McMath. Tom McMath?

12 The next speaker is Vernie Dickens. Vernie
13 Dickens?

14 The next speaker is Kevin Delashmutt. Kevin
15 Delashmutt?

16 The next speaker is Nicholas Jones.
17 Nicholas Jones?

18 MR. JONES: Greetings. I'm Nicholas Jones,
19 N-I-C-H-O-L-A-S, J-O-N-E-S. I live at 1499
20 Southeast Buckingham Terrace. From reviewing the
21 documents today, it's obvious that we do need to
22 do something about the traffic situation because
23 in a few years, it's going to get pretty bad. So
24 thanks for the foresight on this matter.

25 Additionally, I think that if we do have to

1 build a bridge, a new bridge, it should probably
2 be 1C, because it's going to have the least
3 all-around impact on the residents, as well as
4 the environment, maybe not so much the
5 environment. But if we're going across with a
6 bridge, we're going to make a mess either way.
7 If there were some other options, it'd be great
8 to consider it, but I believe we've already
9 pretty much decided it's not feasible.

10 I would like to address the fact that a lot
11 of people that may not be in the easement are
12 probably going to have their property values
13 affected due to there being a bridge or road in
14 their backyard that was perhaps woods there
15 before. So those that may be affected by this
16 situation, I think you guys should really
17 consider offering them some sort of compensation
18 for their property value or for just the eyesore
19 alone, not so much just the noise or the actual
20 taking of the property, I think you should take
21 it one step further. Thank you.

22 MR. KRANE: The next speaker is Thomas
23 Ladomirak.

24 MR. LADOMIRAK : Good evening. My name is
25 Thomas Ladomirak. I address is 2152 Southwest

1 Madrugo Street. My preferred route is 1C, after
2 hearing the presentation that it would have the
3 least effect on the residents; and my second
4 choice, if for whatever reason that was not
5 chosen, it would be either 2A or 2D. The main
6 reasons are both 1C, 2A and 2D connect to
7 existing -- or will become existing intersection
8 by connecting to both Walton Road and Village
9 Green Boulevard. I think the other alternative
10 would end up creating a T intersection on U.S.1,
11 which will just further aggravate the traffic
12 pattern on U.S.1. So I'm hoping that one of
13 those three choices will be chosen.

14 As far as the properties that abut the
15 right-of-way to the bridge, I would hope that
16 maybe some sort of wooded buffer or tree buffer
17 could be created, in addition to any type of
18 sound barrier, so that if a residence had to back
19 up to the bridge right-of-way or a roadway, it
20 would create a nice -- I know they did something
21 like that in St. Lucie West out in -- Trying to
22 think of the section there. It was out there
23 west of California, the homeowners got with the
24 City and they made some adjustments and they both
25 did pretty good. Thank you very much.

1 MR. KRANE: Next speaker is Maureen Lee.
2 Could you say that one more time?

3 AUDIENCE MEMBER: She wants to put it in, in
4 writing.

5 MR. KRANE: The next speaker is Raenelle
6 Apissomian.

7 MS. APISSOMIAN: You did very well. My name
8 is Raenelle Apissomian, R-A-E-N-E-L-L-E,
9 A-P-I-S-S-O-M-I-A-N; and I live on 2142 Southeast
10 Morningside. By way of introduction, I want you
11 all to know that I am an environmentalist. I saw
12 them construct the Jensen Beach Causeway. At the
13 first meetings it was seemingly horrified and
14 then you come out on the other end saying it's
15 pretty wonderful and beautiful mitigation and the
16 area is just as hospitable, as I can tell from
17 looking on the outside.

18 So I do support the need, in spite of or
19 with the environmental concerns being included,
20 to have this alternative and to have this
21 Crosstown Parkway completed. I do support --
22 however, a contradiction to some of the people, I
23 do support bringing it to Alternative 2A on
24 Walton because of the efficiency of connecting to
25 existing roadways and Walton Road very

1 efficiently going out to Indian River Drive and
2 other areas of our back roads of Lennard and so
3 forth.

4 I do feel that when we came here, we were
5 helping with the planning of the City and this
6 center area, we were very excited to be a part of
7 it. I would love to see 2A used so that the
8 traffic would be moved into our area for greater
9 both business and the Center City. I'd love to
10 see it for that reason. I am sorry if that
11 alternative would bring difficulty to some of the
12 homes in the area, but that's my impression.

13 And the other impression is farther seeing
14 down the line, we will need another access across
15 to Hutchinson Island. There is nothing between
16 Jensen Beach and the south bridge Fort Pierce.
17 That's about 15 miles to go for people who live
18 on the island to get off.

19 MR. KRANE: Two minutes.

20 MS. APISSOMIAN: I would like a Walton Road
21 bridge going across. Thank you.

22 MR. KRANE: Next speaker is Shari Anker.
23 Shari Anker?

24 The next speaker is Don Nilsson.

25 MR. NILSSON: My name is Don Nilsson and I

1 represent Villas of the Village Green, President.
2 The spelling of my name is D-O-N, N-I-L-S-S-O-N.

3 As far as we have watched this for probably
4 the better part of last six years, 1C is the way
5 to go. It's bought, it's paid for, and it would
6 have the less impact. 2A or 2B impacts our whole
7 community very bad. Thank you very much.

8 MR. KRANE: Next speaker is Swanrick Sitton.
9 Rick Sitton?

10 MS. SITTON: Actually, my name is Susan
11 Sitton. We didn't know which one of us would
12 speak, so we put Susan or Rick. So it's not
13 Swanrick. I live at 1291 Southeast Coral Reef
14 Street. I live approximately two blocks north of
15 Walters Terrace. I did vote for the bridge
16 project. Way back then, to my knowledge, it was
17 about 2008 that routes 2A and B were going to be
18 considered. In my opinion, 2B is ludicrous
19 because of the high cost and the two terrible
20 intersections. They'd have to go Manth to
21 Floresta and this to there and tons of traffic.
22 2A totally blocks in my whole neighborhood, no
23 egress -- no entry or egress, except for the one
24 that's been said before.

25 And 1C, to me, is the way to go. Already

1 all the homes have been demolished, purchased at
2 prime prices. The City paid for them already.
3 For the City to have to come in and purchase
4 more, more and more nice neighborhood homes who
5 had no clue that they would be any in danger -- I
6 live right on the river. I can look right up and
7 look down and have people throwing tires or
8 whatever. That wasn't any -- And then there's
9 the school in the neighborhood for the children
10 and whatnot. 2D I think is out. And 2A people
11 seem to be considering. From the presentation, I
12 think it's 1C or 2A I thought was leaning
13 towards, but 1C is what everyone was leaning
14 towards and that's kind of where we've been.

15 It's kind of like a war zone already down to
16 West Virginia. So you might as well go with it,
17 end up right here at City Center, the existing
18 intersection of Village Green and get the people
19 over to City Center where we want people to be.
20 Thank you.

21 MR. KRANE: The next speaker is Fred Cook.
22 Fred Cook?

23 MR. COOK: Good evening, ladies and
24 gentlemen. I gave this speech yesterday at the
25 transportation meeting. So anyone that's here

1 that was here yesterday, they know what I'm going
2 to say. My name is Fred Cook. I'm a resident of
3 the City of Port St. Lucie for 26 years, very
4 active. I was on the Planning & Zoning Board for
5 almost ten years and that's when I became
6 involved in the Crosstown Parkway. It was the
7 West Virginia Corridor at that time. What we did
8 is tried to get some constellation of distances
9 between us and U.S.1.

10 Now, most of you have heard tonight that --
11 Actually, this road program started in 1980 with
12 General Development Corporation. They put it in
13 the Comp Plan. I helped with the Comp Plan in
14 1990 and we made sure that it stayed there and we
15 designated 1C as the method of getting cross the
16 river.

17 Now, the reason that we want 1C is very
18 simple. It's maybe not the shortest route, but
19 it's the most non-destructive route. It goes
20 across the river, it doesn't cross the river
21 twice, which some people have complained about.
22 The Port St. Lucie goes across the river twice,
23 no problem. The idea of 1C, again, it's simple,
24 it's straightforward, it doesn't meander through
25 other neighborhoods that make 150 people have to

1 move to make the highway go through another
2 neighborhood.

3 MR. KRANE: Two minutes.

4 MR. COOK: It stops at the Vance (phonetic)
5 area, which is neighborhood occupied by people
6 that want to stay there.

7 MR. KRANE: Two minutes, please.

8 MR. COOK: I'm get getting closer. I
9 started with three pages, I'm down to one. So
10 the idea is --

11 MR. KRANE: If you want to continue with
12 comments, I'll call you again at the end when
13 everybody else gets their chance.

14 MR. COOK: I'd like to be able to finish
15 this part here, because I think it's detrimental
16 to the program. Can I have a couple minutes
17 or --

18 MR. KRANE: If you don't mind, we have about
19 six more speakers and then we'll call names of
20 the people that want to come back up and finish.

21 MR. COOK: Okay, I'll come back up and
22 finish.

23 MR. KRANE: The next speaker is Ed Cartossa
24 and following Ed Cartossa will be Jean McKean.
25 Ed Cartossa?

1 We'll have Jean McKean.

2 MS. McKEAN: My name is Jean McKean,
3 J-E-A-N, M-C-K-E-A-N. I live at 816 Evergreen
4 Terrace. Nobody here wants a bridge in their
5 front yard and I don't blame them, but those of
6 us who care about the environment really don't
7 want 1C, which does more destruction than any
8 other one. Another speaker spoke of the
9 Savannas. I'm going to speak of the Halpatiokee
10 Preserve that was paid for by the taxpayers to be
11 a preserve, which means keep this exactly as it
12 is.

13 This bridge will destroy it and to say that
14 they can mitigate it by moving it a thousand feet
15 is ridiculous, because it is the sole habitat of
16 certain plants and animals in this county and one
17 of the last few natural places that we have left.
18 I hope sincerely that they will consider the
19 environment instead of people just not wanting it
20 here.

21 MR. KRANE: George Micklow followed by Mike
22 Ames. George Micklow?

23 MR. MICKLOW: George Micklow. Thank you.
24 That's G-E-O-R-G-E. Last name M-I-C-K-L-O-W. I
25 reside at -- I have a residence at 1161 Southeast

1 Media Lane, which borders right on West Virginia
2 east of Floresta. First, I want to commend the
3 City for undertaking this project. I've known
4 about the project for a long time. The project
5 really exceeded my expectation when I saw it. I
6 want to thank you for that.

7 We're all kind of familiar with a landmark
8 down in Stuart called Confusion Corner. Well, I
9 hate to tell you, but I think we have developed
10 our on confusion corner, and the other people
11 have brought this to your attention, that's the
12 corner of Crosstown Parkway and West Virginia and
13 Floresta. That's a very, very dangerous
14 intersection. I see cars stacked ten deep
15 sometimes around the people getting out of work.
16 Also, I see a cross over there. Someone probably
17 lost their life. I really encourage the City to
18 do something about that intersection; and it'd
19 pose a liability for you to neglect it. I'm sure
20 the Engineering Department can do something about
21 it to make it safe. I thank you.

22 MR. KRANE: The next speaker is Mike Ames
23 followed by Frank Alessi. Mike Ames?

24 Frank Alessi? Frank Alessi followed by
25 Julianne Gagliardo.

1 MR. ALESSI: The name is Frank Alessi,
2 that's A-L-E-S-S-I. I live at 1462 Berwick Court
3 in Villas of Village Green. Ladies and
4 gentlemen, thank you very much for giving me the
5 opportunity to speak. I understand the
6 environmental concerns and I can appreciate where
7 the people are coming from when they're talking
8 about 1C. My concern is with Route 2. That is
9 totally impossible. It can't be done and I'll
10 tell you why. You're asking the people on both
11 sides of the community next to U.S.1, which
12 includes the Villas of Village Green, a private,
13 gated community, you're asking them to suffer the
14 brunt, to pay the price for the entire city.
15 You're asking us to live next to a six-lane
16 superhighway next to U.S.1, which is already six
17 lanes, and then widen Veterans Memorial Park with
18 53,000 car movements a day. And then you think
19 by putting up a 20-foot wall, oh, we're
20 protected. We'll have the noise. We have to
21 breathe the air quality that will be totally
22 diminished.

23 Let me tell you this: I've worked traffic
24 control in Detroit many years. I'd been in law
25 enforcement there since -- And let me tell you

1 that if you think you're going to have a traffic
2 light at Veterans Memorial Parkway, you're going
3 to have tractor-trailers day and night driving
4 that route, because i's a limited access highway.
5 Once the Crosstown Parkway is open, that traffic
6 is going to be moving and that's the main route
7 they're getting to take to U.S.1. And all we
8 hear day and night is traffic starting and
9 stopping from Veterans Memorial Parkway to the
10 next light. And there's no way, because U.S.1
11 is -- You know the traffic patterns on U.S.1.
12 It's already backed up and Veterans Memorial
13 Parkway is only two lanes wide at this point.

14 I'm going to tell you if you want to do 2A,
15 fine, you're going to have to buy out the
16 communities on the north and the south because
17 your plan is grossly unfair and makes us pay the
18 price. The property values will drop by 50
19 percent right away. Thank you.

20 MR. KRANE: After Julianne Gagliardo, Jim
21 Adams.

22 MS. GAGLIARDO: My name is Julianne
23 Gagliardo, J-U-L-I-A-N-N-E, G-A-G-L-I-A-R-D-O. I
24 reside at 1198 Southeast Clifton Lane. I used to
25 live with my mother at 1285 Southeast Wade

1 (phonetic) Lane, which is right there at Floresta
2 and West Virginia. I know exactly what you're
3 talking about with that traffic, it's terrible.

4 With all due respect, 1C has not been bought
5 and paid for. My mom and her neighbor, their
6 houses are still there. So it has not been
7 bought and paid for. I think that's really
8 important to remember. So when we consider 1C
9 and consider all of these different things,
10 somebody's going to be affected, somebody's going
11 to have the traffic, somebody's going to have the
12 noise, somebody's going to have to do it. It is
13 what it is.

14 I think it's important to consider the
15 environment. Once you destroy the environment,
16 it's gone forever. We're talking
17 eighteen-and-a-half acres of land destroyed for
18 doing this. You cannot replace this at all.
19 Which brings me to my concerns. Somebody is
20 going to be impacted. You're going to have to
21 purchase more property.

22 I'm really happy to see there's a relocation
23 benefit. But how is the District -- sorry -- the
24 City going to determine how much they're going to
25 pay for the house? Consider the housing market,

1 it stinks right now. People are out of work.
2 It's hard to get mortgages. I'm really concerned
3 about the families that have been established in
4 our City, like my mom and her neighbors, for
5 thirty plus years to have relocate in this
6 economy.

7 I'd also like to ask about Floresta, if it's
8 just to be one or two lanes and this thing is
9 going through, that also needs to be looked at.
10 I thank you for your time.

11 Oh, and one other comment. The presentation
12 was very well thought out and very well done. If
13 it could be posted on the website -- There was a
14 lot to take in, especially after working all day.

15 MR. KRANE: We'll do that.

16 MS. GAGLIARDO: Thank you.

17 MR. KRANE: The next speaker is Jim Adams.
18 Jim Adams?

19 MR. ADAMS: Hi, my name is Jim Adams.
20 That's J-I-M, A-D-A-M-S. I live at 1301
21 Southeast Mohave Street. I'm a relative newcomer
22 to the City. I've only been here three years.
23 From all I've heard, a lot of the work has
24 already been done with regard to 1C and it will
25 impact the fewest number of residents and the

1 fewest businesses. And as far as the environment
2 is concerned, building a bridge over a river
3 doesn't hurt the river. The river is down below.
4 So with money as tight as it is and most of the
5 work being done on 1C already, it's the only one
6 that makes any sense. Thank you.

7 MR. KRANE: I have three people that I'll
8 call back again, if they wish to speak. But I
9 need to read three letters into the record. The
10 first letter is from Rogelio Gonzalez, TAC
11 Chairman. This letter -- "To whom it may
12 concern: This letter expresses support of the
13 St. Lucie Technical Advisory Committee, TAC, for
14 Alternative 1C of the proposed Crosstown Parkway
15 Extension Project. After a presentation and
16 extensive discussion on the alignment
17 alternatives for the Crosstown Parkway Extension,
18 at the regularly scheduled meeting with TAC;
19 St. Lucie Citizens Advisory Committee, CAC; and
20 St. Lucie Bicycle Pedestrian Advisory Committee,
21 BPAC, each committee recommended approval of
22 Alternative 1C. These recommendations were based
23 on an evaluation of environmental, traffic and
24 socioeconomic impacts that are expected to result
25 from each alternative. The TAC appreciates the

1 opportunity to review the proposed Crosstown
2 Parkway Extension Project and looks forward to
3 the further development of the project.

4 Sincerely Rogelio Gonzalez."

5 From Kevin Trepanier, the CAC Interim
6 Chairman. "To whom it may concern: This letter
7 expresses the support of the St. Lucie Citizens
8 Advisory Committee, CAC, for alternative 1C of
9 the proposed Crosstown Parkway Extension Project.
10 After presentation and extensive discussion on
11 the alignment alternatives for the Crosstown
12 Parkway Extension, at a regularly scheduled joint
13 meeting of the CAC; St. Lucie TAC; St. Lucie
14 Bicycle and Pedestrian Advisory Committee, each
15 committee recommended approval of Alternative 1C.
16 These recommendation were based on evaluation of
17 the environmental, traffic and socioeconomic
18 impacts that are expected to result from each
19 alternative. The CAC appreciates the opportunity
20 to review the proposed Crosstown Parkway
21 Extension Project and looks forward to the
22 further development of the project. Sincerely,
23 Kevin Trepanier."

24 The third is from Sean McKenzie, BPAC
25 Chairman. "To whom it may concern: This letter

1 expresses the support of the St. Lucie Bicycle
2 and Pedestrian Advisory Committee, BPAC, for
3 Alternative 1C of the proposed Crosstown Parkway
4 Extension Project. After a presentation and
5 extensive discussion on the alignment
6 alternatives for a Crosstown Parkway extension,
7 at a regularly scheduled joint meeting of the
8 BPAC, St. Lucie Technical Advisory Committee and
9 St. Lucie Citizens Committee, each committee
10 recommended approval of Alternative 1C. These
11 recommendations were based on the evaluation of
12 the environmental, traffic and socioeconomic
13 impacts that are expected to result from each
14 alternative. The BPAC appreciates the
15 opportunity to review the proposed Crosstown
16 Parkway Extension Project and looks forward to
17 the further development of the project.
18 Sincerely, Sean McKenzie."

19 I'll now recall the three individuals who
20 ran out of time. First Robert Riley, if you'd
21 like to make additional comments.

22 MR. RILEY: I'd like to say someone else
23 complained about the problem with Floresta at the
24 corner with the bushes blocking the view. It's
25 important to be reviewed because it is an unsafe

1 condition. But what I'm speaking of, I'm the one
2 who mentioned putting in the causeway through
3 Hutchinson Island and I started to tell you how
4 to get this done.

5 We have a nuclear power plant sitting on a
6 beach. That nuclear power plant is subject to
7 terrorist attacks, believe me it is. If I had a
8 boat and with a rocket launcher, I could have
9 blown it up. The Homeland Security Agency in
10 D.C. has more money than they know what to do
11 with. I think if you present this, by the right
12 person, to them directly, you ought to be able to
13 hit them for at least 500 million. That's not a
14 lot of money for them. That's lunch money, as
15 far as they're concerned.

16 Stress the fact if there's a terrorist
17 attack, they'll need an escape route from
18 Hutchinson Island so the people aren't killed.
19 It benefits us a lot of ways. They're not
20 interested in that, they're only interested in
21 taking care of terrorists and preventing
22 terrorist attacks and to give aid to people who
23 are injured in terrorist attacks. So if it's
24 presented by the right person, some politician,
25 properly, we could get the money, I know. I

1 lived outside of D.C. for 25 years. I dealt with
2 the politicians. I had a congressmen for a
3 brother-in-law. I know how to work. May have to
4 do something for them like name a road after them
5 or a causeway or something for 500 million.
6 Thank you.

7 MR. KRANE: Thank you. Next I'll recall
8 Mr. Bruce Turner. Bruce Turner?

9 I'll recall Mr. Fred Cook, if you'd like to
10 make some additional comments. Fred Cook.

11 MR. COOK: Thank you, sir. Again, Fred Cook
12 back again. I just want to add the last few
13 sentences here that I had. The fact that there
14 is a conceptual plan in the computer and if it's
15 in the computer, people can see what it's going
16 to look like and it's a very beautiful piece of
17 work, if it's there.

18 Now, the thing of it is, it's in the
19 computer, people are begging to go to work. The
20 money is available and yet everybody is dragging
21 their feet for another five years for something
22 that's ten years behind schedule already. So
23 let's get this thing going without any further
24 adieu, please, because I intend to be here and
25 help put Mr. Walter England's dedicated plate on

1 that bridge when it's finished. Thank you very
2 much.

3 MR. KRANE: We did have one more person that
4 was cut off. Miss Eovaldi, if you were not
5 finished with your comments, I know I had to cut
6 you off, too. If you're still here. Okay, thank
7 you.

8 MR. DAVIS: First, I'd like to, before we
9 conclude tonight, ask the Mayor if she would like
10 to come up and make some comments.

11 MAYOR FAIELLA: Thank you everyone for
12 coming tonight. I just want to thank everyone
13 for their participation and their input tonight.
14 I also want to thank our staff who worked very
15 diligent and hard work to get it to where it is
16 today and also our consulting company who worked,
17 also, very closely with us to get us to this
18 point.

19 We will make a decision and, as everybody
20 says, 1C looks like the alternative here, but
21 we'll see. But I want to thank everybody for
22 coming tonight and participating. We did have a
23 great turnout. Again, I thank you.

24 MR. DAVIS: Thank you, Mayor. If no one
25 else desires to speak, I wish to remind you that

1 written statements and/or exhibits may be
2 presented in lieu of or in support of oral
3 statements made here tonight. Written statements
4 can be sent to the attention of Miss Patricia
5 Roebling, P.E., City Engineer, City of Port
6 St. Lucie, 121 Southwest Port St. Lucie
7 Boulevard, Port St. Lucie, Florida 34984.

8 If written statements are received within
9 ten days after the date of this hearing, they
10 will be included as part of the hearing record.
11 Written statements may also be deposited in the
12 comment box we have here tonight.

13 The verbatim transcript of tonight's oral
14 proceedings, together with all the materials
15 displayed at this hearing, will be made part of
16 the project decision-making process and will be
17 available for public review at the City
18 Engineer's office.

19 Again, we'd like to thank all of you for
20 taking your evening and sharing your thoughts and
21 comments with us tonight and for attending this
22 public hearing. At 8:40, this hearing is
23 officially adjourned.

24 (Thereupon, at 8:40 p.m., the hearing was
25 concluded.)

1 STATE OF FLORIDA)
 2 : SS
 3 COUNTY OF MARTIN)

4 CERTIFICATE

5
 6 I, MARCELLA R. SAMSON, a Shorthand Reporter and Notary
 7 Public of the State of Florida at Large, certify that the
 8 foregoing hearing was stenographically reported by me and
 9 is a true and accurate transcription of said hearing.

10 I certify further I am neither attorney nor counsel
 11 for, nor related to, nor employed by any of the parties to
 12 the action in which the hearing is taken and, further, that
 13 I am not a relative or an employee of any attorney or
 14 counsel employed in this case, nor am I financially
 15 interested in the outcome of this action.

16 DATED this 3rd day of October, 2011

17 Marcella R. Samson

18 MARCELLA R. SAMSON

19 THIS TRANSCRIPT IS DIGITALLY SIGNED

20 SHOULD THERE BE ANY CHANGE MADE,
 21 THE SIGNATURE WILL DISAPPEAR



ATTACHMENT J

Letter of Opposition

DISAPPROVE of North Fork Bridge
Crossing

JUST SAY NO

Table of Contents

1. Title page: "Disapprove North Fork Bridge Project"
2. My letter with analysis for disapproval
3. Famous Mark Twain Essay
4. My photo essay featuring our river immortalized by transcendent words of River Naturalist Bill Belleville
5. Photo, definition of Horsetail Fern
6. Pipefish
7. *Hometown News* article, 9-03-2004

February 9, 2009

In Re: Application No. 090107-1 Crosstown Parkway Extension,
Bridge over North Fork St. Lucie River

Mr. Hugo A. Carter, P.E.
Engineer Supervisor
Okeechobee Martin/St. Lucie Regulatory Division
Surface Water Management Division

Dear Mr. Carter:

Thank you for allowing me time to speak to this most critical issue today, an issue so all encompassing that should you grant permission for this onerous project, not only our state, but our country and our world would be losing irreplaceable flora, fauna, and in fact the very essence of primal Florida before Florida itself existed.

Briefly, I will address the loss of the precious pipefish whose ONLY place of habitation is this now threatened North Fork of the St. Lucie River.

Also, such a bridge project would endanger one of the world's oldest, if not the oldest plant, the luminescent horsetail plant, a medicinal herb, which still grows on the banks of our North Fork. More on this later. (see addenda)

How much can we extrapolate as to faith we have in our elected officials and their hired employees in willingness to protect our precious savanna along the North Fork and our North Fork River

itself in their push to build this bridge?

Some very salient facts must be brought up at this time and elaborated upon in terms of this bridge of faith that was broken by the very politicians who now want to bridge our river.

First: Consider how we taxpayers were manipulated, prompted and lobbied to pass a huge financial assessment on each of us to pay for this proposed project, A PROJECT THAT HAD NOT EVEN BEEN FULLY PERMITTED, LET ALONE APPROVED by the necessary local, state, and federal authorities.

I remember getting a reverse recorded call from then Police Chief John Skinner urging me to vote for passage of this bridge assessment in a special election held for its purpose.

Never, NEVER, were we told the PSL town council did not have permission to build this bridge!

Any project I have ever covered as a news correspondent for a large daily in northwest Indiana, or the large water & sewer rehab project I headed up as president of my local H.O.A. required proper permitting even before any taxpayer dollars ever could be spent. How could this entire project, then, have gotten this far, how could so much of our hard earned dollars been expended, without first obtaining proper permitting to allow such to go forward?

Additionally, why did state and federal regulatory authorities allow this travesty to happen to us?

Secondly, deeply troubled am I about the dividing up of this project into sections and then allowing such sections to be completed before obtaining permission to complete the project

with the permission to construct this large bridge.

A very trenchant observation, here, concerns the fact that all completed sections apparently met perfectly and appear to have been designed as an entire, whole entity which included the completed North Fork bridge section.

That is, since the engineering design seems to include a totality of segment performance, then was this all along really a part of the town council's overall paradigm that included travel from the interstate and toll road, along this corridor that crossed the precious river at this precise spot of the Village Green, Walton Road, U.S. 1 entry to bring the bridge down at the entrance of their vaunted City Centre enclave? Is that what really went on? Did the then and present town council and its operatives determine to bring this bridge down over the most sensitive spot in the St. Lucie River to lead residents and tourists into the City Centre whose capstone was an artificial flow of water, that is their legacy fountain bearing their names?

Did their plans all along intend to bring the bridge down at the new Civic Centre at the expense of our precious North Fork of the St. Lucie River, its savannas, its prehistoric flora, fauna? Were the other alternative patterns at Bonita to the north and Walters to the south ever a starting consideration?

Once this habitat is destroyed, it NEVER CAN BE REPLACED!
All for an artificial legacy fountain! Say no to this outrage, this terrible travesty!

In other words, since the design apparatus was not broken up into segments, was the built in obfuscation deliberate to get this thing so far into the hopper that the locals assumed permitting authorities "couldn't turn us down now, not after we've spent so much public

money, time, effort?" Is that what's really going on here? This, in the parlance of political reportage is called "stuffing the hopper."

How much faith can we have that they will protect our public trust?

Thirdly, I'm troubled by the manner in which my residential community of Lake Charles has been treated, but since this matter is under litigation, I will defer to the legal representatives here. One couple along the construction zone complained to me they were unable, however, even to get acknowledgment of their huge and painful ant invasion.

Fourthly, I early on emailed and wrote FDOT and FDEP authorities asking to be kept in the loop of prelim events to this permitting process. In fact FDOT official Beatriz Caicedo-Maddison, District 4, asked Mr. England's office to notify me of all events. Let the record show, I never was told of any of these events, not even of today's crucial hearing.

How much of the public trust, again, can we feel is being protected? In a democracy, citizens are required by law to be told of what's being done to them.

Now, let me address specifics of Mr. Carter's letter, sent to me by the SFWMD authorities.

Page 3, item # 9:

stormwater discharge and nutrient loading

... "the applicant must demonstrate that the proposed activity will

not contribute to the existing violation.” Loading of nitrogen, phosphorous, copper, and dissolved oxygen which already impair the North Forth savanna only will get worse because the area at present is in non compliance! Such a large construction project will make a bad situation much worse, not better, because there will be less to restore. The compromised natural wetlands and their constructed wetlands to the north will be imperiled during construction and then from the heavy bridge traffic and its pollution.

Page 4, item #9, 2nd bullet

nutrient loading calculations

From Mr. Carter’s letter, we must assume the petitioners have failed to reconcile such formulas as relate to %DCIA and non-DCIA; pre-development Eastern Basin characteristics; post-development DCIA for Western & Eastern basin characteristics.

Also, clear delineation of how discharge will move through the surface water management conveyance system is missing in petitioners’ calculations.

Page 4, item # 10

formulas don’t fit

“Please reconcile. . .” Apparently petitioners have failed to offer the “drainage plans, details and water quality calculations” needed to reconcile as well as bleeder ratios at 9.0 feet NAVD and the 10.0 feet NAVD swale bottom.

Has haste to bring the bridge down made waste of their engineering plans?

Page 5. Item # 18

compliance of ponds-wetlands locations

“Do wetlands exist within. . .Please contact District staff to evaluate each one of these sites in the field.”

Apparently, petitioners have failed to offer permitting authorities proper site evaluations, calculations and formulas as pertain to the proper drainage and maintenance of the savanna ponds and wetlands.

If they can't even get their proposals inclusive, just how meticulous can we expect them to be in terms of protecting precious primal Florida flora, fauna and watershed?

Page 6, item # 19

potential secondary impacts

“ . . .reduced or altered flow patterns. . .reduction in wildlife use of wetlands for foraging, roosting or nesting due to light, noise after the project is completed and degradation of habitat. . .”

Here, perhaps, is the one condemnation of this bridge location at this spot that is the most negating. We can not tell what harm will

be done to each species of fish, birds, plants, after the bridge is in place. Unfortunately, once this precious area is lost, altered, constructed over, we NEVER will be able to put it back together again! Think about what you are doing here, please!

Page 6, item #23

heightened public concern

Necessity of BOT approval bodes the ominous concerns of other officials.

Page 6-7, item #24, d

Aquatic Preserve

“cumulative impact to the Preserve (Ch. 18-20.006).”

When Mr. Carter asks the petitioners to “demonstrate that the project will not result in a cumulative impact to the Preserve,” we have to assume the inverse of this statement is that the project in fact, will result in a cumulative impact.

Page 7, item # 27

destruction of valuable trees

The destruction of ancient, irreplaceable trees alone should doom forever the project that seeks to bring a huge bridge down at the Village Green site!

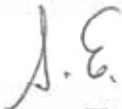
Finally, other considerations neglected to be addressed by petitioners in their application include incomplete analysis of

source of irrigation water, location of ponds to serve these corridors, impacting wetlands, wetlands mitigations, restoration of wetlands, vulnerable sites, separate DEP's NPDES storm water permitting program.

Therefore, Mr. Carter, FDEP, FDOT, SFWMD, and all other permitting agencies, both at the state and federal levels, please deny permission to bring this huge bridge project down on our precious, primal Florida savannas, flora, fauna, pipefish, and horsetail species. Don't allow petitioners to take from us something not theirs to destroy!

Thank you so much.

Sincerely,

A handwritten signature in dark ink, appearing to read 'S. E.', is positioned above the printed name.

Suzanne Eovaldi

Cc Hugo Carter, Engineer Supervisor,
FDEP, FDOT, SFWMD, PSL Engineering Dept.

THE FACE OF THE RIVER

by Mark Twain

“I Still Keep in Mind
a certain wonderful
Sunset. . .a broad
expanse of the river
was turned to blood.

”

•

Will your Approval turn our North Fork
Of the St. Lucie River into development
BLOOD?

“RIVERS SING A HOLY SONG”

Bill Belleville award-winning
writer and documentary film-
maker



"FLORDIA RIVERS DISOLVE INTO VAPOR"





...people's lives are deeply transformed by living by the
RIVER.





"I SLOW DOWN . . . THE RIVER ABSORBS ME. . . to
appreciate nuances. . . the subtle meaning of biology. . .
The grace. . ."





"the colors change with the season...red mangroves...the river is pushed by the moon phases..."





“ART and LIFE MERGE in RIVERS MORE in FLORIDA
THAN ANYWHERE ELSE”





"WE'RE ALL AFFECTED BY THE FLOW OF OUR RIVERS"



Here is a beautiful excerpt from Mark Twain's Life on the Mississippi: p. 48

"I still keep in mind a certain wonderful sunset which I witnessed when steam-boating was new to me. A broad expanse of the river was turned to blood; in the middle distance the red hue brightened into gold, through which a solitary log came floating, black and conspicuous; in one place a long, slanting mark lay sparkling upon the water; in another the surface was broken by boiling, tumbling rings, that were as many-tinted as an opal; where the ruddy flush was faintest, was a smooth spot that was covered with graceful circles and radiating lines, ever so delicately traced; the shore on our left was densely wooded, and the somber shadow that fell from this forest was broken in one place by a long, ruffled trail that shone like silver; and high above the forest wall a clean-stemmed dead tree waved a single leafy bough that glowed like a flame in the unobstructed splendor that was flowing from the sun. There were graceful

Reflected images, woody heights, soft distances. . .

*"And over the whole scene, far and near, the
dissolving lights drifted steadily, enriching it, every
passing moment, with new marvels of coloring."*

I STOOD LIKE ONE BEWITCHED. I DRANK IT
IN, IN A SPEECHLESS RAPTURE. . . . Mark Twain



VOTE: Is this photo good for Zen?

 Yeah! It rocks!

 Nah. Next time.

Voting open until 7 April 2009. [Tell a friend!](#)

Tell a friend about this submission!

HORSE TAIL GRASS

blistering. Avoid cold.

(Shavegrass, Scouring Rush)—(*Equisetum arvense*) Part used: Tops. Properties: Astringent, diuretic, lithotropic, emmenagogue, galactagogue, nutritive, vulnerary. What it affects: Kidneys, blood, heart, and lungs.

Preparation and amount: Infusion. Steep 45 min. Take a mouthful 4 times daily or 1-2 cups daily. Decoction. Simmer 5-15 min. Take 2 oz. 3-4 times daily. Tincture. Take 5-30 drops 3-4 times daily. Fluid extract. Take 5 drops 3-4 times daily. Powder. Take 5-10 #0 capsules (30-60 grains) 3-4 times daily.

Purposes: Internally, shavegrass is a reliable diuretic and used for all urinary disorders. Take a decoction of 1 cup 2-3 times a day or 2 Tbsp. every hour. The early settlers used shavegrass as a diuretic in kidney problems and dropsy. It is specific, not only for urine retention, but for internal bleeding. It stops bleeding by helping to coagulate the blood.

Shavegrass can be used for skin and eye conditions, and is good for glandular swellings and discharges of pus. It clears fevers, releases nervous tension, and calms an overactive liver. It strengthens the heart and lungs and removes gravel from the bladder and kidneys. Fractured bones heal more quickly when shavegrass is taken. The Chinese use it as a healing eyewash. It can also be used for bed-wetting, gallbladder diseases, skin diseases, edema, and spitting of blood. Use it for muscle cramps and spasms. It is used for bone diseases, including osteoporosis and rickets.

Early settlers used shavegrass to scour their pots and pans, hence its other name. Because it is ridged with silica, it is an outstanding scouring pad. Fine cabinetmakers use it for polishing wood finishes.

Externally, a fomentation can be placed on bleeding wounds, ulcers, and burns.

Note: Early spring shavegrass is the best to use.

Warning: Excessive use of shavegrass will irritate the kidneys and intestines, so only take it infrequently and in small doses for a short time. After 2-3 weeks, do not use it for a week. Then the treatment can be repeated. Continued use interferes with the absorption of thiamine (vitamin B₁).

from P. 134

The Natural Remedies Encyclopedia
by VANCE FERRILL, EDGAR E
ARCHBOLD, M.D.; HAROLD M. SHANNON, M.D.

Published by Harvestime Books
Box 300

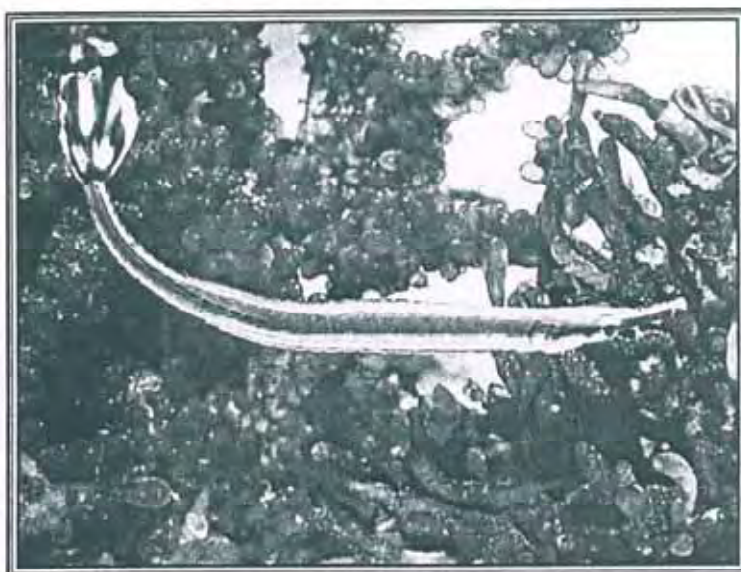
ATTAMOUNT, IN 37301

the Syngnathidae is commonly called the Pipefish family, the most notable fish of this family are in the subfamily Hippocampinae, the Seahorses. In total, the Pipefish family contains four subfamilies, 55 genera, and over 320 species (Kuitert, 2000). At one point the animals in this family were thought to be insects (Rafinesque, 1810; Michael, 1998), but it is now clearly known these animals are actually fish, even if they are strange-looking fish.

Subfamilies of Syngnathidae:

Doryrhamphinae	Hippocampinae
Syngnathinae	Solegnathinae

✓
→ All Syngnathids possess an elongated semi-flexible body with armored, bony plates. They do not possess scales. Gill openings are usually reduced to a small round pore, and the head is generally long and tubular. The jaws are fused, resulting in a structure without a hinge to open and close. All fins are soft-rayed, with most species having one dorsal fin, and pectoral fins. Some species may have caudal fins, while yet other species are entirely fin-less. Ventral and second dorsal fins are absent in all Syngnathids. Another factoid worth mentioning about Syngnathids is their reproductive habit: The males are the ones that become pregnant! In all species the male carries the eggs during the incubation period. More on this shortly.



A wonderful photograph of *Doryrhamphus melanopleura*. The broad blue band without a dark border and larger, elongated caudal spot located at the posterior, make identification easy. Photo courtesy of Greg Rothschild of Mother Nature's Creations.

The subfamily Doryrhamphinae, known commonly as Flagtail Pipefish, contains four genera and 22 species. Unlike the vast majority of Syngnathids, the subfamily Doryrhamphinae swims above the substrate, and is never in contact with the substrate (except for *Maroubra*). Likewise, it does not maintain a grip on sea grasses, gorgonians, or any other steadfast. This subfamily features an abnormally large (for Syngnathids) caudal fin. These Indo-West Pacific specimens all carry the eggs of the young under the trunk of the male (Kuitert, 2000).

Genera of the Subfamily Doryrhamphinae:

<i>Doryrhamphus</i>	<i>Dunkerocampus</i>
<i>Heraldia</i>	<i>Maroubra</i>



Part II of the 2004-2005 Football Preview, C1

Port St. Lucie Hometown News

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Proposed bridge brings protesters out

Indian Riverkeeper Kevin Stinnette speaks to a group of protesters about the ecosystem of the St. Lucie River. Mr. Stinnette and the other are protesting the proposed third east-west bridge over the river.



Staff photo
by Kim Cotton

By Kim Cotton
staff writer

PORT ST. LUCIE — Under the sweltering late-August sun, a handful of Port St. Lucie residents gathered to protest a project they feel will destroy the ecosystem of the St. Lucie River.

The protest was organized by Port St. Lucie resident Suzanne Eovaldi, who said she wants to give the rest of the residents in the

city a wake-up call to the environmental disaster the proposed third bridge over the North Fork of the St. Lucie River will cause.

"(The developers) are ruining something they have no right to ruin," Ms. Eovaldi said. "It's a rape. And if people keep silent, (the bridge) will happen."

The protest was held at the entrance of the St. Lucie River Preserve, located just north of Vil-

◆ See Bridge A4



BRIDGE

Continued from page A1

lage Green Drive on U.S. 1 on Saturday.

Port St. Lucie city officials are waiting the results of an environmental impact statement, which is being done as part of the Florida Department of Transportation's development and environment study process. The study takes 36 months to complete and presents the city with six options for a third east-west river crossing. One of those options includes a no-build option. The study is expected to be completed sometime next year.

The purpose of the study is to find out the environmental impacts of the proposed bridge.

Protesters against the bridge feel any route through the river will damage the already sen-

sitive area.

Kevin Stinnette, head of Indian Riverkeeper, an environmental organization, spoke to the group about the ecosystem and the bridge's impact. The opossum pipefish is one animal that the bridge would greatly impact. It is only a little more than seven inches in length, and feeds on vegetation found in the fresh waters of area waterways, according to the National Marine Fisheries Service.

The opossum pipefish is found in freshwater associated with certain vegetation, usually panic grass and smart weed. Populations that have reached breeding age are limited to tributaries of the Indian River Lagoon, the Sebastian, St. Lucie and Loxahatchee rivers. All of the areas where opossum pipefish are found receive freshwater from inland and upland sources as part of an extensive

coastal flood control system, according to the National Marine Fisheries Service, a division of the National Oceanic and Atmospheric Administration.

But it is only one of many animals that would be impacted, Mr. Stinnette said.

"The area is giving way to density and these are things that belong to the public," Mr. Stinnette said. "The public has to sacrifice quality of life for development, and something is wrong with that."

The river is part of the St. Lucie River Aquatic Preserve and runs through lands that are protected and owned by the state of Florida, and are neighbored by city-owned property.

Chuck Winn, a Republican candidate running against Representative Gayle Harrell, also spoke out at the protest. Mr. Winn, a retired colonel,

managed a nature preserve in Panama during his time in the military. He said he was motivated to run for office because he doesn't want to see development run amok and ruin residents' quality of life.

Braving the heat to hear the Riverkeeper and the Candidate was Port St. Lucie resident Susan Scherer. She said the speakers were "insightful," and she learned a tremendous amount about the river that she didn't know. Ms. Scherer also believes there is a lot at stake with the proposed bridge.

"I'm very scared of losing our green spaces," Ms. Scherer said. "I'm afraid to lose something so important to development."

For more information about the entire West Virginia Corridor project, visit www.cityofpsl.com.

ATTACHMENT K

*January 23, 2012 City Council Meeting Minutes
Regarding the Selection of a Locally Preferred Alternative.*

**CITY OF PORT ST. LUCIE
CITY COUNCIL REGULAR MEETING MINUTES
JANUARY 23, 2012**

A Regular Meeting of the CITY COUNCIL of the City of Port St. Lucie was called to order by Mayor Faiella on January 23, 2012, at 7:00 p.m., at Port St. Lucie City Hall, 121 SW Port St. Lucie Boulevard, Port St. Lucie, Florida.

1. MEETING CALLED TO ORDER

2. ROLL CALL

Council Members

Present: Mayor JoAnn M. Faiella
Vice Mayor Linda Bartz
Councilwoman Michelle Lee Berger
Councilman Jack Kelly
Councilwoman Shannon M. Martin

Others Present:

Jerry A. Bentrrott, City Manager
Gregory J. Oravec, Assistant City Manager/
CRA Director
Roger G. Orr, City Attorney
Sherman A. Conrad, Parks & Recreation
Director
Anne Cox, Assistant Planning & Zoning
Director
Edward Cunningham, Communications Director
Marcia Dedert, Finance Director/Treasurer
Joel Dramis, Building Official
Pam E. Booker, Senior Assistant City
Attorney
Daniel Holbrook, Planning & Zoning Director
Renee Major, Risk Management Director
Karen A. Phillips, City Clerk
David K. Pollard, OMB Director
Brian E. Reuther, Police Chief
Patricia Roebling, City Engineer
Tricia Swift-Pollard, Community Services
Director
Margie L. Wilson, Deputy City Clerk

3. INVOCATION & PLEDGE OF ALLEGIANCE

There being no further comments, Mayor Faiella closed the Public Hearing. Vice Mayor Bartz **moved** to approve Street Lighting Boundary #278, SW Fair Isle Road. Councilwoman Martin **seconded** the motion. The City Clerk restated the motion as follows: for approval of Street Lighting Boundary #278, SW Fair Isle Road. The **motion passed unanimously** by roll call vote.

d) PORT ST. LUCIE RESIDENTIAL STREET LIGHTING ASSESSMENT AREA, BOUNDARY #279, SE BAY HARBOR STREET

Mayor Faiella opened the Public Hearing. There being no comments, Mayor Faiella closed the Public Hearing. Vice Mayor Bartz **moved** to approve Boundary #279, SE Bay Harbor Street. Councilwoman Martin **seconded** the motion. The City Clerk restated the motion as follows: for approval of Street Lighting Boundary #279, SE Bay Harbor Street. The **motion passed unanimously** by roll call vote.

10. FIRST READING OF ORDINANCES

There was nothing scheduled for this item.

11. RESOLUTIONS

a) RESOLUTION 12-R14, SUPPORTING A LOCALLY PREFERRED ALTERNATIVE FOR THE EXTENSION OF THE CROSSTOWN PARKWAY FROM MANTH LANE TO U.S. HIGHWAY ONE; PROVIDING AN EFFECTIVE DATE

The City Clerk read Resolution 12-R14 aloud by title only. Mayor Faiella advised that a person signed up to speak on the item.

GEORGE L. JONES stated, "I have a long history with this project. In 1997 I was State Parks Director for the Southeast Region in 1997. In numerous meetings this City and Council were told that that is the hardest alternative to permit. It would be the most difficult, and it would involve the taking of state parklands, which meets a whole different criteria. That has been explained time and time again. I am no longer with the DEP. I do represent the Indian Riverkeeper organization and the St. Lucie County Conservation Alliance. We have been here in happy times with the Council. I am here to say, though, that as this moves forward, we will oppose this alternative at every step of the way. I have been involved for 40 years with environmental permitting and lands issues. You have an excellent consultant. I worked with Mr. Davis when he was with the Army Corps. I understand what he has done, how he has done it, and how he has maneuvered the process. It's all very well and good. It's been

done nice and tidy. It's not really going to fly, though. We have some things out there that are going to be issues. It will be an election year as this moves forward. The Governor has been embarrassed in his first year on two state parks issues already. The Deputy Secretary that probably was behind some of the agreement on mitigation is no longer with the department, partially I would imagine for that embarrassment. State parks issues and this particular state park do not belong to the City of Port St. Lucie. They belong to the citizens of the State of Florida. As a citizen of Florida and as a person who lives in Port St. Lucie, I hate to see more money wasted and time expended on a crossway that will be seriously delayed if this alternative is pursued. I was involved in the 17 mile stretch in the Keys for a long time. I understand all the things that went behind that. I urge you to not look at this alternative. It will take longer, it will be harder, and it will be more costly for your citizens."

Councilman Kelly said, "You and I have had conversations and I know how you feel. It has been a long time for me: eleven years. For me to see this on the Agenda is a huge milestone for me and for the City. When this first came up we had roomfuls of people, just like with the water and sewer. They came down hard on the Council for doing this. This has been planned for about 30 years, and it has always been planned to go in that area. To move it anyplace else would be unfair. That goes to the social aspect. There are three things to consider: social, economic, and environmental aspects. As far as I understand it they all carry the same weight. We don't have the paperwork; Walter England couldn't find it. The City owned that land before the state did. We deeded it to the state with the plan that some day we would need to go over it. There are going to be 450,000 people here. We have to plan for the people. We don't have a letter saying that. We should have had that in writing. Bridges today are built from the top down. I believe that this will not damage the environment. It will hurt it, but not to the extent some people say. Where do people fish? They fish off bridges. People come first. I am a member of the Conservation Alliance. I don't go to a lot of meetings, because I get beat up on this aspect. I appreciate all the work you do. This is a tough decision for me, but people come first. This is the right area. This is where people expected it to go all these years. To do it in another area would be unfair to people who bought homes in that area. If it went close to Prima Vista it wouldn't relieve the same amount of traffic. We always planned to have this go into our downtown. For the economic prospects, that's where it has to go. It's the right thing to vote for 1C. I respect what

you're saying and we respectfully disagree."

Mr. Jones said, "I also respect the Council and that there are human issues involved. It was an economic situation eleven years ago when some of the houses were being acquired. Those things were always known up front. Nothing has seriously changed. You have continued to pursue that one alternative above all others. In the rule for incompatible use of state parklands it specifically says there must be no other viable alternative. Yet you examined six alternatives. It doesn't meet the criteria from the get-go. There will be more conversations. This is Step 1. I do respect all of your efforts. We have always had very professional and cordial engagements. I am here respectfully to tell you that those are some positions that are held by a wide number of folks. This is not local. I was in Tallahassee last week on several issues. I've talked to major environmental organizations and law organizations. This is a precedent setter. DEP has continually and consistently defended the taking of state parklands for years."

Councilwoman Berger said, "I want to recognize Mr. Jones. We do have a great relationship with the Indian Riverkeeper and the Conservation Alliance. We have done a lot of great projects together. It is their role to make sure that voice is heard. I am glad there are people who do that. That's what keeps the balance, with the amount of development that could be happening. What we are doing today is supporting the information that has been brought to us so far. It is not our decision. That is important to say. There is some thought that we get to make a final call. This is part of the milestones we have to check off as we go through this project. This shows what gets support with the local agency, and then it moves on. We're doing our due diligence. Everybody has a role, and we're making sure everybody plays a part." Councilman Kelly **moved** to approve Resolution 12-R14. Councilwoman Martin **seconded** the motion. The City Clerk restated the motion as follows: for approval of Resolution 12-R14. The **motion passed unanimously** by roll call vote.

b) **RESOLUTION 12-R15**, APPROVING THE REVISED STREET TREE PLANTING PLAN FOR ST. LUCIE WEST PLAT NO. 117 - LAKE FOREST PHASE I; ST. LUCIE WEST PLAT NO. 129 - LAKE FOREST PHASE II; ST. LUCIE WEST PLAT NO. 139 - LAKE FOREST PHASE III; ST. LUCIE WEST PLAT NO. 144 - LAKE FOREST PHASE IV; ST. LUCIE WEST PLAT NO. 146 - LAKE FOREST PHASE VI; ST. LUCIE WEST PLAT NO. 147 - LAKE FOREST PHASE V; AND ST. LUCIE WEST PLAT NO. 148 - LAKE FOREST PHASE VII